RAILROAD

MAGAZINE | FEBRUARY 50c

Before it was modernized not very long ago, the Live Oak, Perry & Gulf used cabbage-stacked woodburners such as this one.
Painting by Herb Mott

True Stories and Legends of Woodburning Locomotives, by Bill Knapke

伸びゆく鉄道

(Meaning: Progress on Japan's railroads!)

In Japan, the government encourages railroads to modernize and expand.

For the Japanese know that strong railroads are the sinews of an industrial nation today — essential to success in the fierce economic rivalry for the world's markets.

As Japan has aggressively promoted its railroads, the nation has grown in economic strength since the war. Freight traffic increased some 90% from 1946 to 1956 — and over-all efficiency has gone up with it.

* * *

In the United States, by contrast, the government appears indifferent to the strength and stability of the railroads while it promotes and encourages the railroads' competition.

Railroads are burdened with discriminatory taxation — while their competition uses highways, waterways, and airways built and maintained by the government. When we handicap our railroads, we promote inefficiency, high costs and high prices. And all America is the loser.

* * *

The railroads of the United States ask no special favors. All they ask is equality of treatment — and the opportunity to compete *on an equal basis* — to the benefit of the public.

The nation's railroads are its greatest transportation asset. They should be given a fighting chance to show how much they can do for America.

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RAILROAD MAGAZINE

THE MAGAZINE OF ADVENTUROUS RAILROADING—FOUNDED 1906

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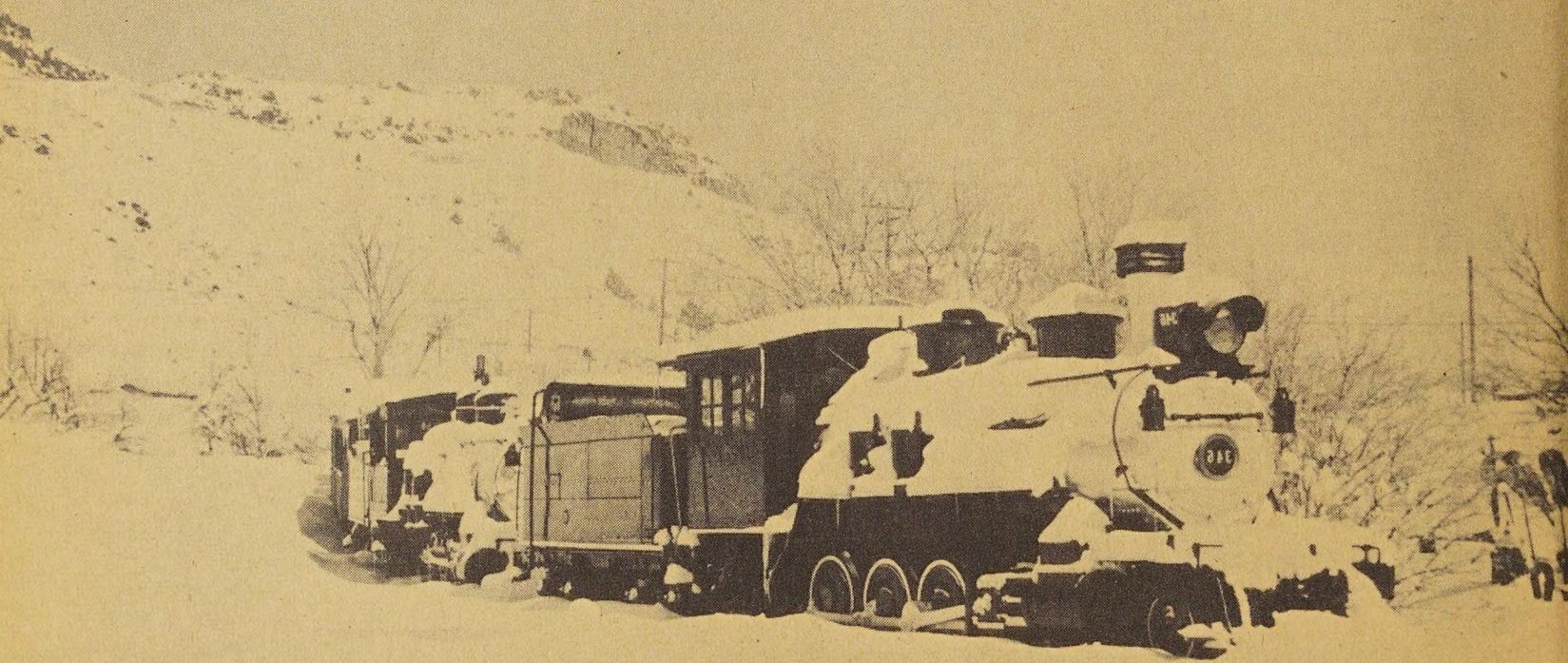
Two ex-D&RGW Baldwin 2-8-0's at Colorado RR. Museum in Golden: Nos. 346, built 1881, and 318, built '96, originally F&CC 8.
R. W. Richardson, Box 641, Golden, Colo.



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SAMPLE PUZZLE

Largest Island in the Mediterranean.

S I C I L Y

In this Sample Puzzle which is typical of all basic Official Puzzles there are just enough letters scrambled to correctly spell out the name of a certain island. Now look at the Clues. "Largest island in the Mediterranean." Of course you know this is Sicily and, sure enough, when you unscramble the letters, that's exactly the island name you come up with. Furthermore, you can tell by the outline of the island that you've got the correct answer. Finally, the pictured objects in the puzzle (Mt. Etna—a hot sun), also suggest Sicily.

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The correct answer to each of the four puzzles below is among the following island names.

ICELAND	PALMERSTON	PUERTO RICO	OAHU
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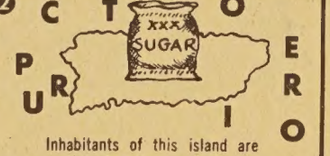
PUZZLES 1-4 INCLUSIVE! SEND SOLUTIONS ON COUPON BELOW KEEP PUZZLES FOR YOUR RECORDS

1

Famous for cigars ☐☐☐☐

2

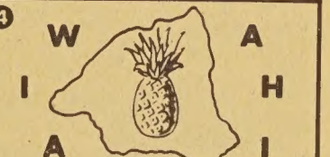


Inhabitants of this island are United States Citizens. ☐☐☐☐☐☐☐☐☐☐

3

Saint Patrick drove out the snakes from this shamrock isle. ☐☐☐☐☐☐☐

4



Isle of the Hula Hula. ☐☐☐☐☐☐

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NAME.....

ADDRESS.....

CITY.....ZONE.....STATE.....

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20

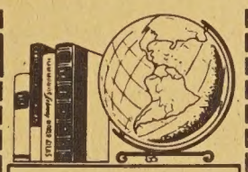
Puzzle #1.....

Puzzle #2.....

Puzzle #3.....

Puzzle #4.....

YOU MUST ENCLOSE A STAMPED SELF-ADDRESSED ENVELOPE



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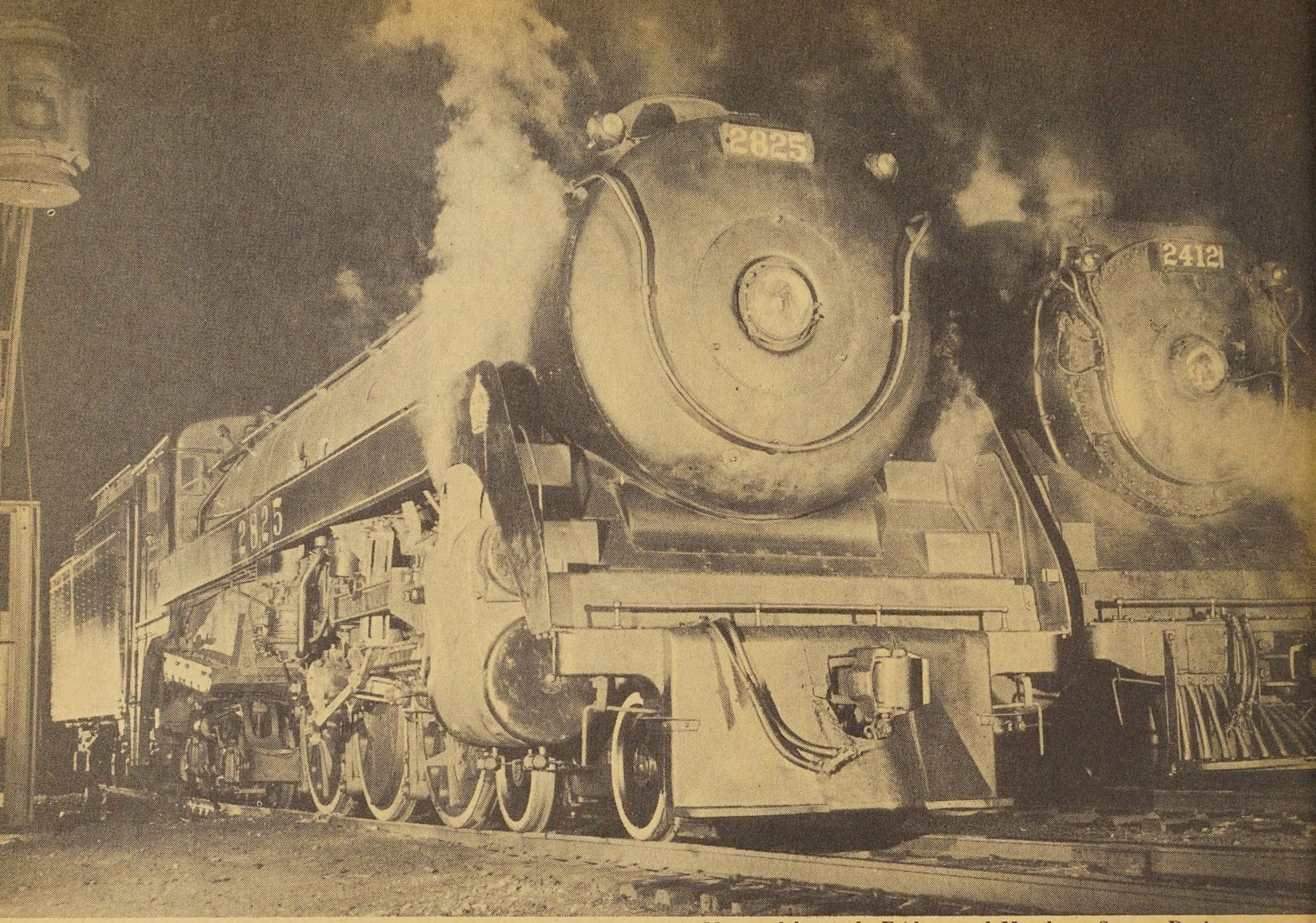
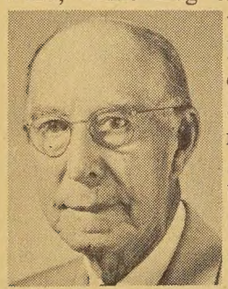


Canadian Pacific uses steam in commuter runs from Dorion to Montreal but only Fridays and Mondays. Scene: Dorion at 3 a.m. Monday; Royal Hudson 2825 and standard Pacific 2412 ready to go. Electric stack-blower (at left) is swung over engine, creating forced draft to start fire each Monday morning, both locos having dropped fires the previous Friday night.
Bud Rothaar, 757 Pierpont St., Rahway, N.J.

MAIL CAR

Railroaders and Fans Sit in With the Editorial Crew

DID any of you railroaders ever have an unusual experience with a work train, something exciting or funny or weird? If so, tell Bill Knapke about it, including real names and places. Bill is a retired SP conductor, author of "Wood-burning Engines" (page 16) and many other articles. He's gathering material for a feature on work trains along the lines of the very popular one he did on "The Little Red Caboose" years ago. If you'd like to help, send a letter or card to his home, 9-A North Lane, Orinda, Calif., but please keep it short. Bill wants to use a flock of brief anecdotes in his story; he can't use yours if it runs too long. ●


Bill Knapke

THAT article "Steam Engines on Display" (Oct. '59) was read by H. K. Johnson, chairman of the Boise, Idaho, Chamber of Commerce Transportation Committee, which has persuaded the Union Pacific to donate a steam locomotive for permanent display in a city park.

"Although community interest is very high," he writes, "we have two factions, one of which feels that the locomotive should be unfenced as a sort of children's plaything. Needless to say, the Transportation Committee and the city officials insist that she be properly fenced and subject to contact only when a park attendant is present."

After reading in the Scribbins-Benton article what happened to certain display locomotives that were not protected, Mr. Johnson used those facts to strengthen his insistence on a fence for the UP gift. It will be interesting to learn whether or not a fence is built. The engine is now installed in Boise. ●

LIKE his father, "Frog" Smith was an engineer long ago on "wooden-axle" logging roads in the Deep South, but the only railroading he does today is with his typewriter. You remember his "Sawmill Railroading" and "Wild Hoggers and No Brakes," published recently in *Railroad Magazine*. From his home at 219 Hubbard St., Fort Myers, Fla., he sends us a poem dedicated to his father, Dick Smith, explaining the background of the nostalgic verses with this comment;

"Back in 1905, four days after Dad's funeral, his old engine turned over, still wearing black crepe for him. The boys rebuilt her twice but they said she was hoodooed and they scrapped her in about 1908."

GRAVEYARD RUN

Alone at night near the railroad track
I watched the evening shadows fall
And as I dozed in peaceful slumber
I heard a familiar whistle call.
It was the whistle of my father
Blowing the tune of the whippoorwill;
I saw his face framed in the window
Of a Mogul pounding up the hill.

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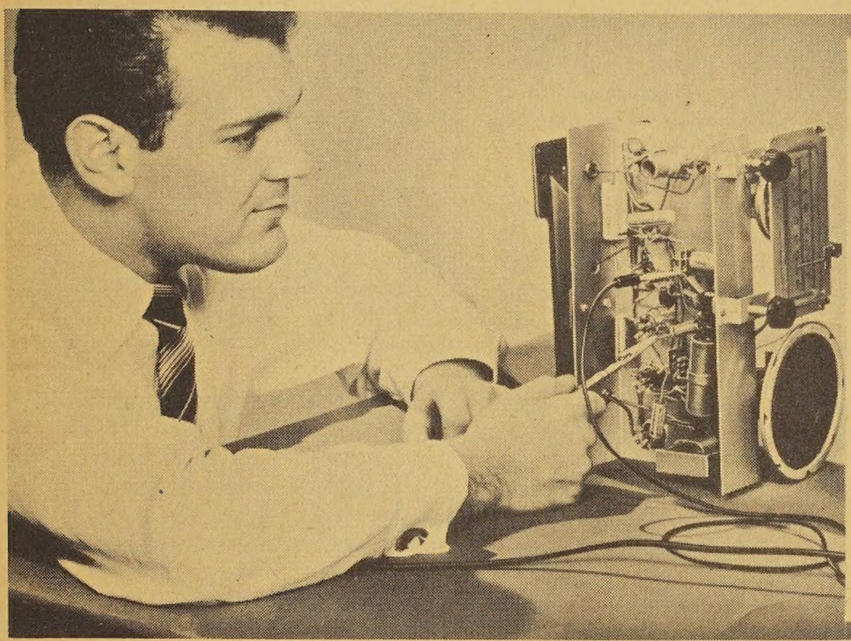

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Milwaukee Road Magazine

Rail pinup: Miss LaVergne Misiak, 6307 W. Montrose, Chicago 34, Ill., is a typist-clerk in the Milwaukee Road's Stores Division at Western Ave., Chicago. Her father, brother Ronald, and 2 uncles also work for the Milwaukee. As a child LaVergne rode switching-engine cabs with her grandfather and blew whistles.

I told myself that I was dreaming
And I tried to rouse my sleeping brain;
My Dad's long buried on a hillside
And there's not a Mogul on the main.
Still, though the railroad now is diesel,
I saw a steamer climbing the grade,
Throwing black smoke up to the heavens
And pushing the stars into the shade.

Far and clear over sleeping country
I could hear the lonesome whistle wail,
Calling the soul of a dead brakeman
Who used to ride on the Midnight Mail,
Whistling past a forgotten depot
Where nought could be but a phantom's wave;
'Twas plain that Dad and his ancient crew
Were making a run beyond the grave.

With side-rods flashing in the moonlight,
Wood-filled tender rocking to and fro,
The Mogul glided on through the night
With the ghost of a train of long ago;
And just before my dream was ended,
As the marker lights grew pale and thin,
I heard Dad whistle the Pearly Gates
And St. Peter answer, "Come on in!"

OUR picture salute to the Long Island (Oct. '59) delighted John Kojanic, 9 Katherine Drive, Plainview, N. Y. "In recent years," he comments, "the color scheme of LIRR diesels has been changed twice. Now it is dark gray with a bright orange nose end. The official emblem shown on all locos and passenger cars is yellow with blue, and red trim. It pictures a cartoon of a man running, with the slogan 'The Route of the Dashing Commuter.'

"Today all LIRR passenger equipment except leased Pennsy parlor cars, Budd RDC's, and recently-acquired Lackawanna parlor cars are painted dark gray with streamlined white lettering. LIRR has stopped buying double-deckers in favor of single-level units. With a 3-2 seating arangement, the new cars seat about as many people as the double-deckers (120) but cost less. The road has 220 (and 2 Budd cars), divided between diesel and electrified lines.

"Some coaches from the Boston & Maine and New York Central are showing up on the LIRR. Because of curtailments in New England train service and a wide use of RDC's, the B&M had a surplus of standard cars and sold 35 to LIRR. These cars have large picture windows, arch roof, and low-slung design. LIRR removed their reclining seats and installed non-reclining seats, thus boosting each car's seating capacity from 80 to 120.

"As for cars bought from New York Central, the LIRR removed their reclining seats as well as the large lounges and compartments at ends of the cars.

"The second-hand cars are used only on diesel lines. They give the Long Island a total of 331 air-conditioned cars. Some of the road's older cars have been rebuilt and re-equipped but not air-conditioned. LIRR is now operating more than 700 new or rebuilt cars." ●

BRIEFS. The electric-powered *Le Mistral,* world's fastest train for distances over 150 miles, has just been put on an even faster schedule, cutting 15 minutes from her time between Paris and Nice, 675 miles, on the French National Railroads. New time is 10 hours, 28 minutes, an average speed (including stops) of 65 mph.

The Pennsy is replacing its coal-fired tugboats with 200-hp diesel craft built by Dravo Corp., Pittsburgh, Pa. Each of 7 new tugs is being towed 1850 miles down the Ohio and Mississippi rivers to New Orleans. From there she runs on her own power across the Gulf of Mexico and up the coast to join PRR fleet in New York Harbor.

Canadian National is installing locomotive radio sets and way-station equipment on its Edmonton-Vancouver runs, making communication between train crews and dispatchers as simple as telephone calls.

Staten Island Rapid Transit Railway, a wholly-owned B&O subsidiary, has just begun operation of the world's longest vertical-lift bridge, with a 558-foot center span, that crosses Arthur Kill between Staten Island and New Jersey.

On almost the very day that Bill Knapke finished writing his article "Woodburning Engines," death called William H. Kopka, age 85, last of the SP engineers who ran the woodburner *C.P. Huntington.*

This story comes from Kenya, Africa: Lions made their den under a small railway depot in the jungle. The agent telegraphed his superior: "Eight lions under station. Send rifle and eight cartridges."

Hauling fast freight on the Milwaukee Road's mountain runs are a dozen 5100-hp electric locos nicknamed "Little Joes," built by order of Joe Stalin for Russia's 5-foot-gage railroad system. International complications prevented delivery, so the Milwaukee took over and converted them to standard gage.

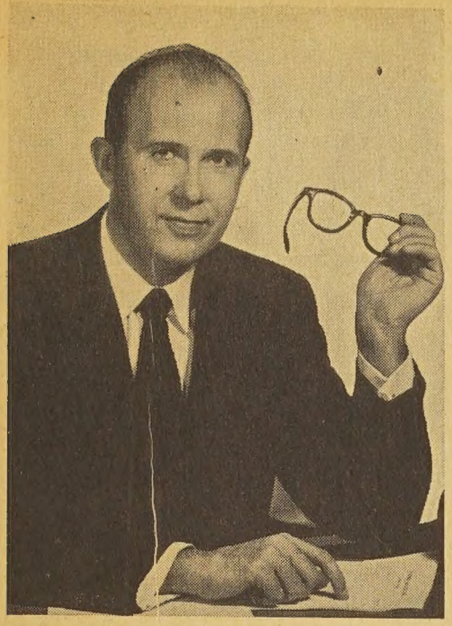
A converted Canadian Pacific tourist coach is touring the prairies on behalf of the Canadian Forestry Association in a campaign to encourage tree-planting.

Acquirement of 23,500 new or rebuilt freight cars, mostly delivered by the end of 1960, is announced by the Pennsy. This is probably the biggest freight-car program ever undertaken by one road in a short period of time.

Where is James Clyde Bullock, originally of Jamestown, N. Y., age about 52, six feet tall, blue eyes, blond-chestnut hair? He left home many years ago, presumably bound for Cleveland. "The last report we have is that a friend saw him in Detroit in about 1940," writes Jim's sister Mildred, wife of track foreman Harold Flechenstein, Box 304, Emlenton, Pa.

The Reading was one of the first railroads to hire women as telegraphers and ticket agents. In Aug. 1864 a notice was issued: "All telegraph operators on this road are informed that young ladies are employed as operators at some of its stations and that the use of improper language over the telegraph line is strictly forbidden."

Bevier & Southern's steamers are not the only active steam locomotives in Missouri, reports Mrs. J. M. LeCato, Jr., 134 Main St., Staten Island, N. Y. The other day she saw No. 17 of the



"It's easy," says Don Bolander...

"and you don't have to go back to school!"

How to Speak and Write Like a College Graduate

"Do you avoid the use of certain words even though you know perfectly well what they mean? Have you ever been embarrassed in front of friends or the people you work with, because you pronounced a word incorrectly? Are you sometimes unsure of yourself in a conversation with new acquaintances? Do you have difficulty writing a good letter or putting your true thoughts down on paper?

"If so, then you're a victim of *crippled English,*" says Don Bolander, Director of Career Institute. "Crippled English is a handicap suffered by countless numbers of intelligent, adult men and women. Quite often they are held back in their jobs and their social lives because of their English. And yet, for one reason or another, it is impossible for these people to go back to school."

Is there any way, without going back to school, to overcome this handicap? Don Bolander says, "Yes!" With degrees from the University of Chicago and Northwestern University, Bolander is an authority on adult education. During the past eight years he has helped thousands of men and women stop making mistakes in English, increase their vocabularies, improve their writing, and become interesting conversationalists *right in their own homes.*

BOLANDER TELLS HOW IT CAN BE DONE

During a recent interview, Bolander said, "You don't have to go back to school in order to speak and write like a college graduate. You can gain the ability quickly and easily in the privacy of your own home through the Career Institute Method." In his answers to the following questions, Bolander tells how it can be done.

Question *What is so important about a person's ability to speak and write?*

Answer People judge you by the way you speak and write. Poor English weakens your self-confidence – handicaps you in your dealings with other people. Good English is absolutely necessary for getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question *What do you mean by a "command of English"?*

Answer A command of English means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation – also read rapidly and remember what you read. Good English can help you throw off self-doubts that may be holding you back.

Question *But isn't it necessary for a person to go to school in order to gain a command of good English?*

Answer No, not any more. You can gain the ability to speak and write like a college graduate right in your own home – in only a few minutes each day.

Question *Is this something new?*

Answer Career Institute of Chicago has been helping people for many years. The Career Institute Method quickly shows you how to stop making embarrassing mistakes, enlarge your vocabulary, develop your writing ability, discover the "secrets" of interesting conversation.

Question *Does it really work?*

Answer Yes, beyond question. In my files there are thousands of letters, case histories and testimonials from people who have used the Career Institute Method to achieve amazing success in their business and personal lives.

Question *Who are some of these people?*

Answer Almost anyone you can think of. The Career Institute Method is used by men and women of all ages. Some have attended college, others high school, and others only grade school. The method is used by business men and women, typists and secretaries, teachers, industrial workers, clerks, ministers and public speakers, housewives, sales people, accountants, foremen, writers, foreign-born citizens, government and military personnel, retired people, and many others.

Question *How long does it take for a person to gain the ability to speak and write like a college graduate, using the Career Institute Method?*

Answer In some cases people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

Question *How may a person find out more about the Career Institute Method?*

Answer I will gladly mail a free 32-page booklet to anyone who is interested.

MAIL COUPON FOR FREE BOOKLET

If you would like a free copy of the 32-page booklet, How to Gain a Command of Good English, *just mail the coupon below. The booklet explains how the Career Institute Method works and how you can gain the ability to speak and write like a college graduate quickly and enjoyably at home. Send the coupon or a post card today. The booklet will be mailed to you promptly.*

DON BOLANDER, Career Institute, Dept. E-102, 30 East Adams, Chicago 3, Ill.

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St. Louis Material & Supply Co., an 0-6-0 built by Baldwin in 1923 and purchased by its present owner from the East St. Louis Junction Railroad. No. 17 works in a gravel pit at Pacific, Missouri.

"Although that full-page picture of a Long Island trackwalker in the snow in Dec. *Railroad* is good photography, it is off beat from the safety viewpoint," says yard clerk George White, 28 Ardsley Ave., Trenton, N. J. "A rule forbids anyone to walk in the middle of a railroad track, regardless of weather. He should be six feet from the rails."

For the first time in 7½ years the Reading ran a steam train, a Philadelphia-Shamokin excursion, last Oct. 25, followed Nov. 1 by a Harrisburg-Valley Forge steam excursion. Both were well patronized and made picture stops.

"Where is my brother, C. L. Railey, who was an Atlantic Coast Line employe at Montgomery, Ala., when I last saw him in 1943?" asks Mrs. Lloyd Gray, Rte. 2, Box 229, Deattsville, Ala.

Canadian National has cut all of its rail coach fares for groups of two or more persons to what it calls gas-route levels in a bold move to induce motorists who plan long trips to leave their cars home and ride trains. The CNR also offers a low-cost package plan covering transportation, meals, sleeping accommodations, and tips.

Our Aug. issue carried a brief letter from Robert Pscheid, Bregenz, Jahnstrasse 20, Austria, a railroader who understands English. Impressed by the man's interest in our way of life and by the coincidence that his street name is the original spelling of Wm. H. Yahn's last name, Mr. Yahn (208 N. Clinton St., Olean, N. Y.), generously sent in $6 for a two-year subscription to *Railroad Magazine* for Mr. Pscheid.

Answering the query in H. L. Kelso's article on Mikados, "Where is T&P engine 400 today?" Harold Vollrath of 2524 Meriwether Rd., Shreveport, La., writes: "She is in the T&P roundhouse here, ready on an hour's notice to go out to serve in any high-water emergency. Extra large sandboxes have been built on her pilot and running boards to carry plenty of sand to aid her traction while she is running through deep water."

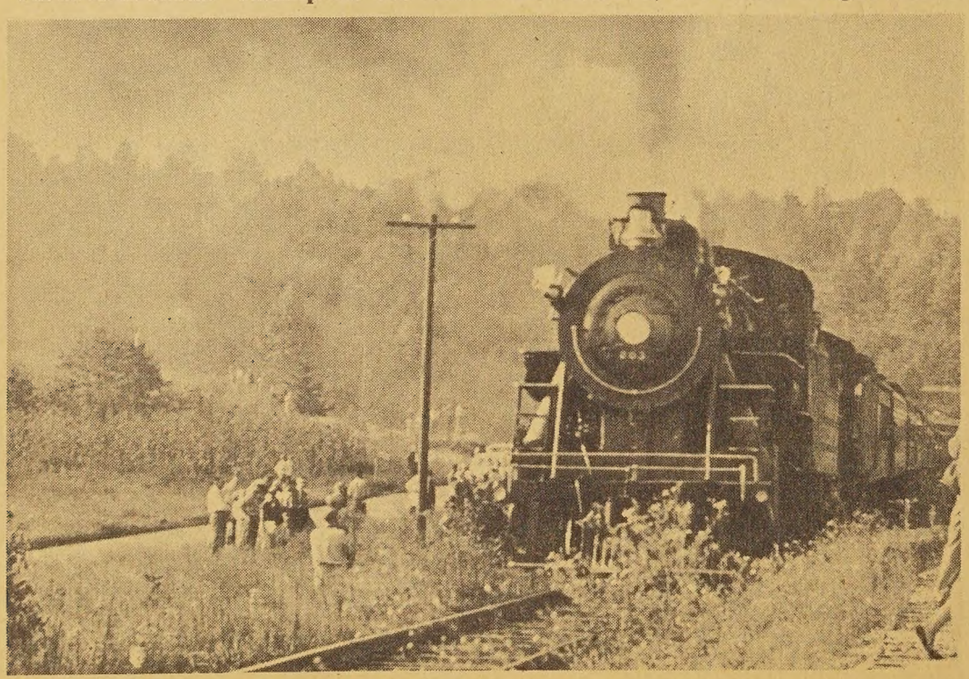
The 41-mile Gainesville Midland in Georgia ended steam operation last Sept. 19 with a fantrip sponsored by the Georgia Chapter of NRHS. A train with 504 paid passengers in borrowed coaches was pulled by engines 203 and 301, reports Rick Jowers, 3967 Arden Way, N.E., Atlanta, while about 150 automobiles paced the train in both directions.

Of the road's 7 steamers, 3 are displayed: 116 at Jefferson, 208 at Winder, 209 at Gainesville. No. 301 is relettered SAL 930; the Russian 206 went to Stone Mountain Museum, Atlanta; 203 is in stand-by service, and 207 has been scrapped. All are 2-10-2's except Nos. 116 and 301, which are 2-8-0's.

We hear the Southern Pacific is abandoning its 71-mile narrow-gage line in southern California and may sell it for use as a TV and movie prop.

Elmer J. Braswell, Jr., 1581 Melrose Drive, S.W., Atlanta 10, Ga.

"Farewell-to-steam" fantrip on the Gainesville Midland, a 41-mile freight-hauler.



The L&N's 100 Anniversary Special that ran last Oct. 24 between Louisville and Nashville, marking a century of passenger service, was powered by steam. The "Old Reliable" borrowed steamer No. 2613 from Illinois Central's mothball fleet, the last L&N steam loco, No. 1882, having been scrapped in 1957. The NRHS and Kentucky Railway Museum sponsored ticket sales for the excursion.

On duty with the U. S. Air Force overseas, T. Sgt. Charles W. Herdener talked his base librarian, Tony Dakeau, into requesting a subscription to *Railroad Magazine* through Air Force Library channels. Thanks, Charlie. ●

SEVERAL readers answer the question of which roads are still dispatching trains by telegraphy. K. D. Shoexley of Cooleemee, N. C., reports that the Southern uses Morse in his state between Greensboro, Charlotte, and Mt. Airy. The Burlington issues Morse train orders between Casper and Lander, Wyo., according to Mrs. F. F. McDonald, 342 S. Park, Casper, Wyoming.

Says Harold Vollrath: "As a Louisiana & Arkansas train dispatcher I handle 223 miles of mainline trackage from the new $8 million Deramus Yards to Dallas, Tex., on a single Morse wire. Our road also dispatches 109 miles of L&A-T&P joint trackage between Mansure and Baton Rouge, La., by Morse.

"The Rock Island, on which I worked as dispatcher years ago, still uses Morse between Little Rock, Ark., and Winnfield, La., where it connects with the L&A.

"I often talk over the wires with an old friend, the night dispatcher there."

Both the Rock Island and the Frisco continue to put out telegraph train orders on some lines, we learn from Jack Emerick, 200 South Terrace, Boonton, N. J. A few stations have no phones, the only contact between dispatcher and message office being the key.

In western Washington you can find many instances of Morse dispatching, reports D. T. Sprall, Box 95, Monroe, Wash. "For example, on the Milwaukee between Cedar Falls and Monroe; on the Northern Pacific between Dumas, Seattle, Woodinville, and Auburn, and on the Great Northern out of Otoville. Those three roads use telegraph for all kinds of messages but confine their telegraph train orders mostly to branch lines.

"Incidentally, I wish some reader would give me information on any of the now-abandoned branch lines of the Milwaukee, the NP, and the GN." ●

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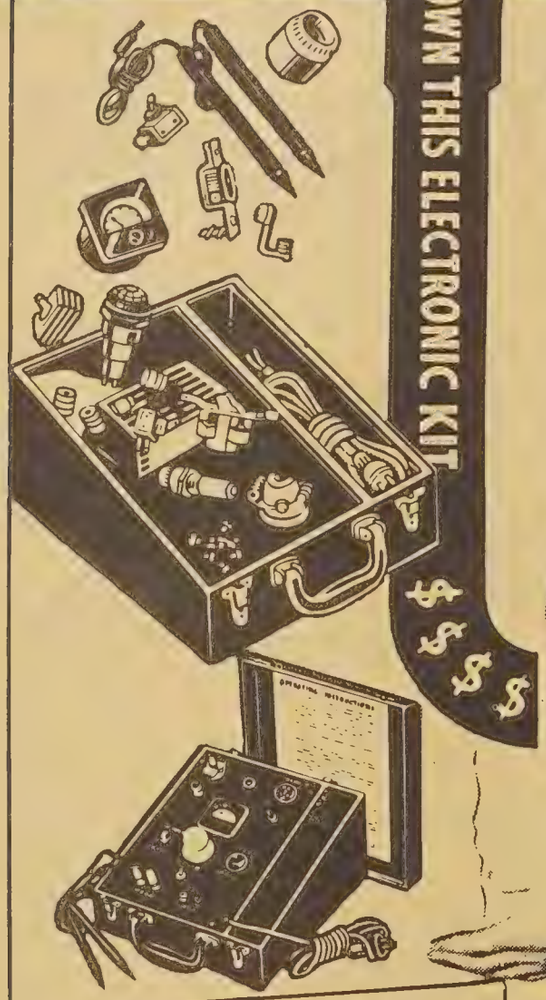

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Photos of the Month

Photographed June 28, 1959, by Bart Gregg, 1371 31st Ave., San Francisco, Calif.

On the 57-mile Sierra Railroad the Steam Age is still very much alive as No. 28 pulls out of the Sonora, California, station.

This shot of Canadian National 4-6-2 type No. 5134 was made last May from the roundhouse room at Hamilton, Ontario.
David Plowden, 1239 Madison Ave., New York City

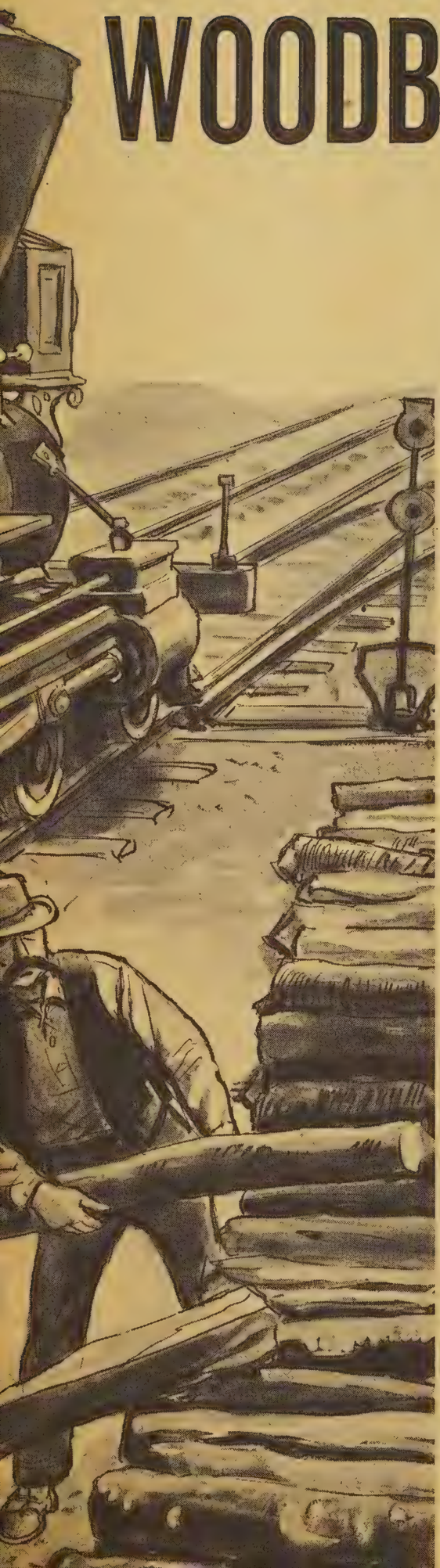
Local citizen is waiting for train in rural depot of Baltimore & Ohio Railroad at New Albany, Indiana.
Earl Fanslee, 3308 Norwood Dr., New Albany, Ind.

PACIFIC
R.

True Stories and Legends of

WOODBURNING ENGINES

by Bill Knapke



REMEMBER that long-ago summer night, oldtimer, when you were a mere lad visiting Uncle John's farm and collecting fireflies in a bottle, and Uncle John said, "Come with me and I'll show you somethin' real pretty?"

You followed him out behind the barn and across the cow pasture till you came to a dark hillside, and there you waited. Presently a faint glow tinged the brow of the hill on your right. It grew stronger and brighter as a locomotive headlight swam into view. Then the engine herself coasted down, trailing five wooden coaches with open platforms, and you caught a magic glimpse of passengers sitting beside the lighted windows—and how you envied them!

What fascinated you most, though, was the locomotive, a ten-wheeler, with the engineer seated like a king at the throttle and his fireman standing before the open firedoor, heaving fagots into the roaring furnace. At that moment a geyser of sparks erupted from the diamond-shaped stack, illuminating the scene like fireworks at a county fair. Twenty or thirty feet above the stack the sparks shot up in a cloud of smoke. Then they blackened out and died, a few remaining incandescent till they hit the ground.

On up the grade you followed the train with your eyes until it vanished beyond the bluff at your left; and finally you heard from afar, in the suddenly-quiet starry night, the unforgettable sound of her steam whistle blasting for Cedartown. You stood spellbound, not saying a word, and when at last you spoke you sighed and agreed fervently with Uncle John that the sight he'd brought you out to see was, indeed, "somethin' real pretty."

As you grew older you learned that the "real pretty" stuff caused some farmers plenty of grief. You learned about spark arresters, too, the screen or netting placed in the stack of a woodburning locomotive to prevent wildfire. This screen kept the sparks so tiny that they almost invariably burned out before they could ignite the countryside—almost, but not always.

A screen might clog up, preventing the draft that a fireman needed to raise steam. The tallowpot, resenting the fire and smoke that blew back into his face, as well as the drop in steam pressure, would beat the offending screen with a hammer or rod to clear it. If he whacked too hard he'd gouge holes big enough to let large embers escape upward through the screen; and this, my friends, led to disastrous fires and damage suits galore.

Many farmers guarded their fields with plowed "fire breaks," but the forested areas had to take their chances. Perhaps the most tragic conflagration ever caused by a woodburner destroyed over 300 square miles of good timber land in northern Minnesota in 1865. The Hinkley fire of 1894 cost more lives, but I am not sure that a locomotive caused it. Too bad Uncle Sam didn't have Forest Rangers and observation posts in Minnesota at that time! Not

Filling a woodburner's tender at Norton's station, Ore., on the Corvallis & Eastern (now Southern Pacific's Toledo branch).
Southern Pacific Historical Photo Collection

even Smokey the Bear was on hand.

How many millions of acres of wheat, oats, hay, cotton, and other crops went up in smoke from engine sparks has never been determined, but the losses were appalling. After each train passed, a careful farmer would inspect his land for sparks or brush fire. Despite this watchfulness, however, too often there'd be a curl of blue smoke and then a bright blaze. Enraged property owners kept the courts busy with damage suits.

Once in a while the tables were turned. More than one woodburning engine raced like a jackrabbit to escape the rapidly-spreading flames. I have a copy of an old print depicting such a scene, with the high-wheeled locomotive showing her nimble heels to a prairie fire. J. L. Walker recalls that while he was running on the Union Pacific he made a trip right after a prairie fire and his engine was derailed repeatedly by ties burning around the spikes. He says they must have jumped the rails a dozen times in ten miles.

All sorts of stacks and front-end drafting were tried in the effort to prevent fires. There were balloon stacks, cabbage-head stacks, bell stacks, diamond stacks, and various deflector plates. One type of deflector plate was inclined in such a way that its nozzle stuck through the center, the plate being small enough to permit a draft around the edges. Another type reminded you of a hat suspended with the crown side down. The idea was that sparks striking the plate would be deflected down to the bottom of the smokebox.

Collection of Warren Stowman, 2011 W. Godfrey Ave., Philadelphia, Pa.
Straight-stacked Georgia Northern woodburner, No. 4, a Baldwin-built Camelback.

Of the different stacks, the diamond shape proved best for woodburners. It was not only more effective in keeping potentially dangerous sparks where they belonged, but its screen was easy to replace and took far less material to make than did the screen for a balloon stack.

The diamond-stack screen consisted of two half discs. Its long edge was a fairly heavy rod. Each half

could be slipped in endwise. The halves were held together with two rods in the center and fastened with a turn or two of wire. The screen in a cabbage-head stack, such as the one pictured on the front cover of *Railroad Magazine*, was hard to replace.

Oddly enough, some of the last coalburning locomotives built on our continent reverted to woodburner-type grates. Woodburners had no grate bars. Lining the firebox bottom were flat plates drilled with tapered holes, each hole about one and a quarter inches in diameter at the bottom and about three-quarters of an inch at the top. Some coalburners, designed to burn lignite, had the same.

WHEN a reckless engineer wanted more steam than the ancient woodburner was built to carry he'd hang a couple of car links or a monkey wrench onto the pop valve or tell the head shack to hold it down. Then he'd sling his cap over the face of the steam gage, put on the blower, say a prayer for safety, and make a run for the hill. Thus he went over the top—if the old mill didn't blow up and take the crew to glory!

That was around the time when beef tallow was used to oil the valves and cylinders. "I first noticed it in 1886," said a boomer, John J. Burns. "Tallow came to the roundhouse oil-room in large oak barrels. In zero weather we had to chop it out with an ax. The store-room clerk would knock in the barrel head. If the tallow was fresh he'd keep it in the oil-room and weigh it out to the firemen whenever they called for it.

"But in hot weather when the tallow was good and ripe, the barrel would be full of fat wrigglers, which gave off a most offensive odor, and the clerk would roll the barrel outdoors and invite us to help ourselves.

" 'Take all you can use,' he'd say. 'You won't get any more till that barrel is empty.'

"So the fireman would hang a clothes-pin on the end of his nose every time he gave the valves and cylinders a shot of over-ripe tallow through the cups. But it was great stuff for starting a fire, and many a pound of spoiled tallow went into the firebox."

The amount of fuel that a woodburning locomotive used was terrific. On one road with moderate grades it averaged 1550 cords per engine per year. Considering that a single cord is a pile of wood eight feet long, four feet wide, and four feet high, you can imagine what a backache a fireman must have had from shoving 1550 cords into the firebox during a period of twelve months.

Watson B. Berry remembers that when he was a small boy living at Lawrence, New York, the Ogdensburg & Lake Champlain (now it's the Rutland) bought over 46,000 cords of wood in a single year for its thirty-odd engines. That would make a pile about *seventy miles* long! Watson's father supplied quite a bit of it to the railroad. One summer day in 1886 an engineer tipped off the boy that the O&LC had just ordered two coalburning Moguls from the Rhode Island Locomotive Works, to be delivered in a few weeks.

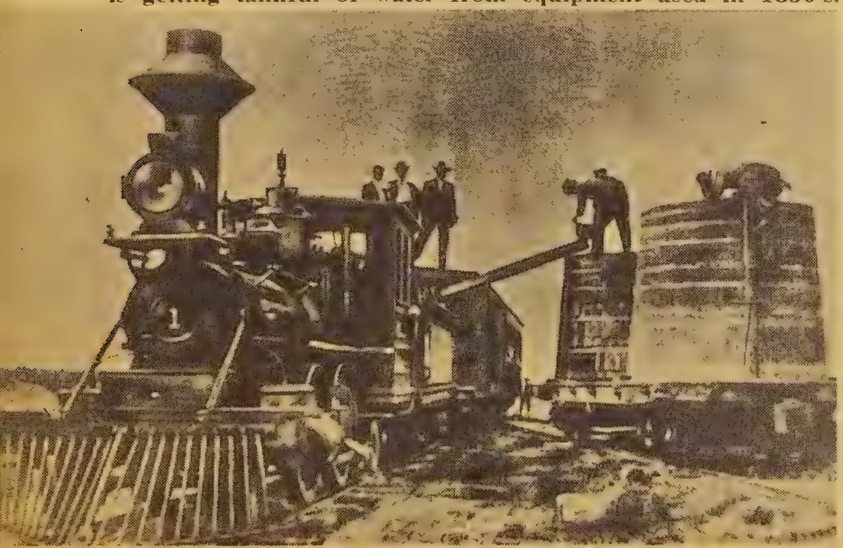
"In a year and a half," said the hogger, "there won't be a wood-burning engine left in the state, and the wood-lot owners will have to depend on maple sugar. Your pa won't be happy to hear that. But he can sell his wood-lots right away to speculators and let them do the worrying."

Which is exactly what "Pa" did. But getting back to woodburners: the tender in those days was not large. You couldn't stack more than two and a half or three cords in any of them. So an engine had to "wood up" frequently at wood-yards along the line. Some roads bought the wood outright; others paid with tokens made of brass, wood, leather, or paper. Mostly tokens were valued at half a cord apiece and were issued to engineers. On some roads, after the crew had loaded their fuel, the hogger would make out and sign tickets that were left in a box beside the wood-pile for that purpose. The owner of the wood-lot would cash the tokens or tickets at the nearest railway depot.

A retired Louisville & Nashville engineer named Hugh J. Feagin, Sr., recalls that in 1906 a disastrous hur-

Illinois Central Railroad

No. 1, the first of Illinois Central's fleet of woodburners, is getting tankful of water from equipment used in 1850's.



Railroadians of America

Roofed-over wood station in the Ramapo Valley at Southfields, N. Y., on the Erie. Note the six-foot-gage track.

ricane strewed Baldwin County, Alabama, with fallen trees. Sawmills salvaged some of the wood, but much was wasted.

"The L&N," Mr. Feagin writes, "being in sympathy with the plight of that area, decided to use wood for fuel to help spread some cash around. Thus a type of train known as the 'Pine Knot Special' came into being. Woodburners with large stacks were prepared for the job, and wood-racks were located close to the track at intervals, where the train stopped twice each day to take on fuel."

BACK in my boomer youth I heard tell of a cold gray afternoon on the Cotton Belt when the crew was wooding up and unwittingly loaded a torpid rattlesnake among the fagots. In due time the fireman, working his way down to the snake, tossed it into the firebox. The reptile quickly thawed out, rattled and hissed in protest.

The hogger cocked an ear nervously. "Dog-gone it," he said, "a rod pounding and a flue leaking at the same time!"

Another legend of woodburning days comes from Bill Parry, a pensioned Canadian National engineer. It seems that one night a perpetually sleepy hoghead stopped his tea kettle at a wood-station to take on fuel. His fireman duly loaded the tender. Then the engineer, as was his custom, hooked up the Johnson bar, put his large feet up on the boilerhead, and fell asleep.

After a while the fireboy tapped his shoulder. "We wood up here, buddy." Then followed the same routine, after which the throttle-jerker went back to slumberland.

Before long, the tallowpot again crossed the cab and said, "We wood up here buddy." The engineer rubbed his eyes, glanced out the cab window, and saw a suspiciously familiar scene. Lighting his torch, he lowered himself to the ground and found that the driving wheels were slipping around merrily on a greasy rail. His train hadn't left the first wood-loading platform!

The old narrow-gage West River Railroad in Vermont boasted three woodburners, according to Victor Morse's new book, 36 *Miles of Trouble*, and each tender carried two cords of logs. When a crew wooded up alone the job took them about half an hour, but as a rule the male passengers helped them.

"With a crowd of men and boys throwing on chunks," Morse writes, "the delay was cut to ten minutes; and the passengers, with a weary journey ahead of them, were glad enough to save the time."

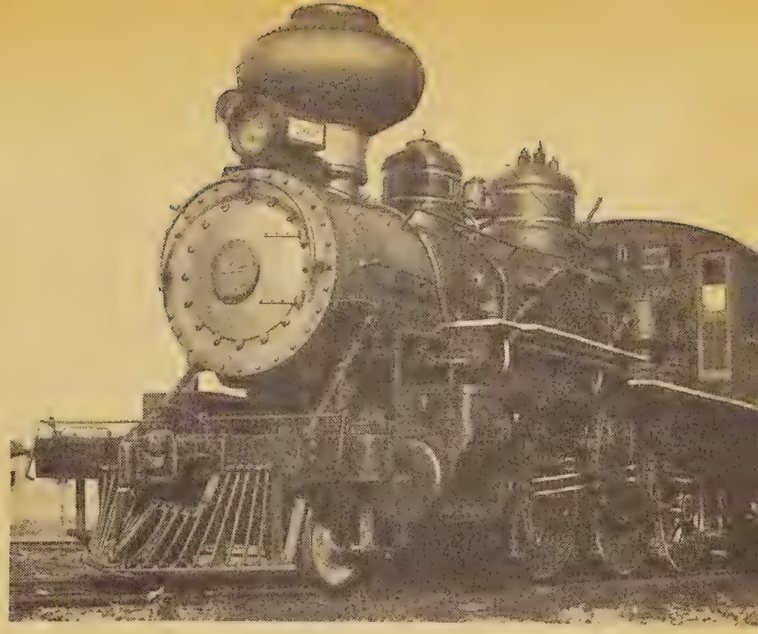
The question is often asked, what kind of wood did engines burn? That depended upon what was indigenous to the locality in which the road operated. Sometimes farmers living along the right-of-way would cut up outworn orchards or old fence posts or buildings to sell fuel to the railroad. Oak and hickory were about the best because they burned slowly. Pitch-pine and cedar were among the poorest—they burned too fast.

The length of logs ranged from about 18 to 48 inches; the width varied from the size of your arm to a quarter of a four-foot-wide. As each piece was handled separately, the bigger the chunk the easier on the fireman.

Many a woodburning engine was eventually converted to coal, but Herbert G. Monroe remembers that some years ago a 23-mile shortline

Southern Pacific Historical Photo Collection

A "caboose hop" on the old Central Pacific (now Southern Pacific), with the crew posing for picture at Rocklin, California.



The Live Oak, Perry & Gulf, a woodburning road for many years, is now a dieselized part of the Southern Railway system.
Photos by George W. Pettengill, Jr., 4245 Burington Ave., St. Petersburg, Fla.

in his native Georgia, the Collins & Glenville, actually reversed the process. The road had two coalburners, Nos. 64 and 105, both acquired second-hand. Wood was cheaper than coal in that region, so the master mechanic fitted diamond stacks to his old girls, made a few other changes, and altered their diet. Both engines cottoned to cordwood without a pound's reduction in tonnage rating, and as fagot burners they continued to operate until the road itself folded up.

The only road in the North American hemisphere that still uses a woodburning locomotive, so far as I know, is the National Railroad of Haiti, in the West Indies, whose old No. 3 chugs along with a mixed train over 112 miles of rail. *Railroad Magazine* carried a full-page photo of her in April '58. There is no truth to rumors that the Southern Pacific operated two woodburning switchers during World War II. The SP converted its last woodburners to oil in 1910.

THERE CAN'T be many railroaders living today who actually ran woodburners, but I am one of them, now at the age of ninety. I was hunting deer in Arkansas in about 1890. On my way home I went to the little depot at Moark and learned that the train I wanted to take would be about two hours late. So, to kill time, I sauntered across the tracks to a combination store and saloon. There I met a fellow named Jimmie Grundy, who had charge of the Boyden & Wyman Lumber Company's railroad.

Jimmie was a pleasant fellow and together we imbibed a few shots of panther sweat. After several more, he cried on my shoulder, telling me his troubles. His hogger had taken ill, he said, and there was nobody to run his engine. By that time I was full of sympathy and panther sweat, so I agreed to get off at Neelyville, Mo., and run his old kettle for him.

She was a four-wheeled, saddle-tank, rod woodburner with a cab nearly as large as the rest of the 'gine, built that way to hold her fuel. She had a Seller's non-lifting injector, a crosshead pump, and wide, heavy steel bands around her front and cab to keep logs from coming in and visiting with you. We filled the tank by stopping on the trestle over Bear Creek, throwing a long hose into the creek and siphoning the water.

That little goat had one peculiarity I've never seen on any other engine. Her throttle was longer than her Johnson bar. When you sat on the seatbox, the end of the throttle was almost in front of your face while the top of the reverse lever came just above your knee.

Neither engine nor cars had couplers. Chains fastened them together. Twelve cars, loaded or empty, made a train. Oxen were used to switch them into position. The roadbed was something to write home about. In swampy spots the company had felled a few trees, placed the logs endwise with smaller ones on top, shoveled a bit of earth, laid the rails, and wished the engine crew Godspeed.

In ordinary operation, when a train ran out of wood and none other could be found, it was not uncommon for the crew to help themselves surreptitiously to fence-rails. But by unwritten law they took only the top ones, thus leaving a field still protected.

Such things happened rather often, and at least once with an old Maine Central coalburner. Gilbert J. Fournier tells the story: "One Sunday, when ours was the only train on the road, we were making a freight run from Chisholm to Mechanic Falls with the 12-spot. Her flues leaked so badly that we took about four hours to cover 35 miles and at East Hebron we had to set our train off. The only way we could keep up steam was by tearing down right-of-way snow fences and burning them in the firebox, with whatever cordwood we could swipe from nearby farmers' wood-piles."

Today, the cheery pop and crackle of fagots is no longer heard in a locomotive firebox—in fact, the firebox itself has gone from most of our railroads—but to those of us oldsters who remember the woodburning days they are rich with nostalgic memory. ●

Union Pacific "Big Boy" No. 4004 wheels a trainload of fresh produce from the West Coast into the machine-icing dock of Pacific Fruit Express at Laramie, Wyoming, where a long line-up of 300-pound blocks of ice is ready to be shot into the cars.

RIDING the rails of the United States and Canada today—slipping in and out of the sidings, pausing briefly beside the icing platforms, or careering down the main line in the fastest of our hotshots—are 135,000 refrigerator cars, or reefers. If all coupled together they'd form a train nearly 1,150 miles long. Such a train would extend from New York to a point a hundred miles beyond St. Louis, or from Toronto all the way to Winnipeg and 100 car-lengths further.

Those reefers are doing a job. They're loading or unloading. They're speeding over sun-baked desert. They're skirting the edges of the Lakes. They're slam-banging down a hundred pine-clad valleys that echo to locomotive air-horns and the rumbling of high-speed freights. They form a fleet that's forever on the go—and back of that busy fleet is a many-sided story.

It's the story of America's perpetual harvest, of railroad strategy, of icing and salting, of "divert and reconsign." It's also the story of the frozen-food trade and the new mechanical reefers. It's rail history.

Among the changes for the better that have taken place in North America within the memory of most of us today are the tremendous prosperity of our agriculture and the rise in living standards. Both, to a very large extent, were made possible by the reefer.

Let's see how the story begins. The earliest mention of a reefer in print that we could find was this item published in *The American Traveller* at Boston, Mass., in 1842:

135,000 REEFERS

By DAVID MARSHALL

Those Iceboxes on Wheels Have a Lot to Do With Our Standards of Living

Union Pacific Railroad Photos

Moving swiftly on special lightweight rails, the electric-powered machine takes huge ice blocks from the conveyor system, chops them into 50-pound chunks or smaller, and drops them into refrigerator cars, icing the entire train in less than half-hour.

The Western Railroad (of Massachusetts) is preparing refrigerator cars in which fresh beef, pork . . . and other fresh meat can, by a moderate quantity of ice, be kept in perfect order in the heat of summer.

The cars were insulated, we are told, with four inches of powdered charcoal, tightly packed within the double-bottoms and the double-tops of the cars and between the outer and inner sheathing of sides and ends. We read also how the water from the melting ice was drained away. In the floor of each car was a hole, "which you stop by a sponge, the sponge allowing the water to drop down while it impedes the air coming up into the car."

The builders of those cars were not groping their way experimentally; they knew well what they were doing. And we find supporting evidence of this. In that same year 1842, for example, the Erie had begun carrying milk to New York; and four years earlier, in 1838, the Boston & Worcester had begun a similar milk run to Boston. That was only seven years after the opening of America's first steam railroad.

The first reefer service to operate on a regular schedule, so far as we know, was that of the Northern Railroad of New York (now part of the Rutland). In 1850 the Northern began operating trains between Ogdensburg and Rouses Point, and on July 1, 1851, it placed in regular train service an "icebox on wheels." That car carried eight tons of butter to Boston, and after paying all the freight charges the farmers had $800 more than the butter would have sold for locally. That, in 1851, was enough to take men's breath away.

Some of the perishables shipped by rail—in this case, hampers of green peas—are protected from spoilage by having a veritable blizzard of snow-ice blown over them.

Overnight the "butter train" became famous. Butter stations sprang up along the company's 118 miles of line and the buyers from Boston waited in each one of them to pay cash directly to the farmers.

Results were far-reaching. The railroad prospered famously. Boston got fresh butter—and this led to a falling-off in the city's East India spice trade, for one of the uses of spice, in 1851, was to make rancid butter palatable. And by the summer of 1853 the value of dairy farms along the Northern Railroad of New York had almost exactly doubled.

So a never-changing pattern was established, and thirty years later the lesson was confirmed when reefers first began hauling fresh vegetables northward out of the York River Valley of Virginia. That region had suffered badly during the Civil War, and for twenty years after the war had been sinking deeper and deeper into debt, till the reefers came and gave the farmers a New York market for their crops. Thereafter, year by year the reefers penetrated more deeply into the Old Confederacy—and reefer penetration was one of the factors that started the defeated South on her way back from incipient ruin to normalcy.

In 1862 the Pennsylvania Railroad turned to reefers, acquiring thirty all at once. They were copies, apparently, of those that the Western of Massachusetts had built for itself twenty years earlier, the only difference being that sawdust instead of powdered charcoal was used for insulation. After the lading had been stowed away, a removable bunker was placed aboard, positioned at the center of the car between the two doors, and filled with ice.

While the Pennsy continued working this way in the late '60's, the Michigan Central equipped its reefers with built-in bunkers, one at each end of a car. They had to be loaded first, with a ton and a half of ice each. Then the lading of dressed meat was stowed away. But there was no way to replenish the ice supply enroute. The reefers were handled in passenger trains, however, and the ice lasted—just barely lasted—from Chicago to New York.

With a peach shipment the ice failed. Investigation showed that "heat was generated by the continued ripening of the fruit." It was too much for three tons of ice. Though the reefer arrived on time, the lading had spoiled and the shipper's loss was severe.

But presently the end bunkers were made accessible through hatches in the car roofs, and this permitted systematic re-icing from the outside. Then, too, salting became feasible. Salt makes ice melt faster. It's this melting that draws the heat out of the lading. The magic combination of ice and salt makes the reefer several degrees colder than ice alone. But it also makes re-icing a critical necessity.

Meanwhile, in the spring of 1875, the first fruit car with a ventilating system was built in California. Said a contemporary authority:

It is provided with a fan-blower driven by one of the car axles, by means of which the air is driven through the ice, which reduces it to a low temperature, and is then distributed among the fruit boxes through a large perforated pipe laid along the bottom of the car. After the cool air has passed among the fruit, it returns to the blower and is again forced through the apparatus.

So, more than sixty years ago its evolution was complete, and the ice-and-salt reefer had acquired all three of its essential elements: total insulation, bunkers fed through hatches in the roof, and a ventilating system.

The perpetual harvest of the United States and Canada is a relatively new thing and we owe it very largely to the railroads and the reefers. It starts in the early winter in Florida, in the coastal areas of Texas, and in southern California; and for days ahead of time, in those regions, there's a great strategic gathering of reefers.

Then as weeks pass the crops begin ripening further and further north. The harvest moves northward, advancing day by day, and as if by magic the reefers arrive. The effort is to have them in the right places in the right numbers at the right times. And the effort, involving one of the greatest maneuvers in the book, is remarkably effective.

By summer the advancing harvest front has crossed the Canadian border. When the last of the late Canadian crops is in, the reefers have

already completed their re-assembly in the South, and the harvest is coming in again in Florida, in the coastal areas of Texas, and in southern California.

Reefer operation is an art that calls for special training, special skills; and most of the railroads prefer to leave it alone. Most of our reefers are owned and operated by separate car-line companies.

Biggest of the car lines, with a roster of 36,000 reefers, is the Pacific Fruit Express Company. Second biggest, with 23,000, is the jointly operated pool, or combination, made up of the Fruit Growers Express, the Western Fruit Express, and the Burlington Refrigerator Express companies. And third biggest, with 15,000 reefers, is the Santa Fe Refrigerator Department. With 74,000 among them all, these three outfits own considerably more than half the reefers in service today.

The SFRD, once a wholly-owned subsidiary, is now part of the Santa Fe Railway but is independently operated. The FGE-WFE-BRE combination also is railroad-owned, but the owners in this case are 71 different roads. Pacific Fruit, on the other hand, is jointly owned by the Southern Pacific and the Union Pacific.

More than a score of other companies own and operate refrigerator cars. Some are railroad-owned. Others have no railroad connections at all. Simply and straightforwardly, they have entered the business of hiring out reefers under contract. North American Car Corporation is such a company. It's a curious fact that, even during the big depression, North American Car never once failed to make an annual profit.

Latest thing today, of course, is the mechanical reefer, a by-product of the frozen-food trade. Frozen food can be carried only in zero temperatures, and no amount of ice and salt can lower the inside temperature of a reefer beyond 32 degrees. To share in the food trade, therefore, the car-line companies had to plunge for the very expensive mechanical jobs.

In principle, a mechanical reefer

Union Pacific has an "ice farm" at Laramie, Wyoming, where it harvests the frozen stuff each winter for use in transporting perishable foods to eastern markets. Ice is machine-cut and moved into a big storage house where it is held till needed.

is only a bigger version of a housewife's electric refrigerator. The cooling system is the same. All that's different is the thousand-times more space that has to be cooled. Also, the required electric power must be generated aboard the reefer, and for that purpose the reefer carries a continuously-running diesel motor. It's costly to buy—the average price is $22,500, as compared with $14,000 for an ice-and-salt job. And whether it's expensive to maintain is a matter of dispute. The basic question is, can the mechanical reefer earn her own keep?

For one thing, the non-mechanical reefer designed exclusively for frozen food is clearly passing out of favor. Enthusiasm now is for the all-purpose reefer, which can "run a temperature" of 5 or 10 below zero for frozen foods, of 33 or 34 degrees for fresh fruits, or of anywhere up to 70 degrees for certain critical items of merchandise.

Some experts see a great future for the mechanical reefer if the cost can be brought down far enough. But the present-day jobs are, economically, still in the problem stage. They number a bare 3,000, hardly more than 2 percent of all the reefers now in service. Therefore, the reefer fleet is still largely a fleet of ice-and-salters.

It takes a "cold" 7,000,000 tons of ice a year, plus 260,000 tons of salt, to supply that fleet.

Long ago, when the ice was natural, the ice harvesting operations were picturesque. Those operations still go on in many places. For fifty years and more the Canadian National has been harvesting an average of 5,000 tons at Island Pond, Vermont, while the Denver & Rio Grande Western gets 19,000 tons a year from Gore Pond, beside a rugged canyon in Colorado.

Oldtimers say the natural ice is better than artificial ice because it's much colder. Surely that's true. Island Pond ice is taken in at temperatures of 20 or more degrees below zero, and a major problem at Gore Pond is to get the ice off the water before the entire lake freezes solid. But the car lines are no longer interested, as they once were, in getting the coldest and longest-lasting ice. Today most reefer ice is artificial, and the bulk of the artificial ice is manufactured at icing stations.

The world's biggest icing station is at Roseville, California, but better known is the one at Laramie, Wyoming. Both manufacture and store their own ice and you can judge the difference between them by their respective capabilities. Roseville, when working full blast, manufactures 1,150 tons of ice a day and has storage space for 48,000 tons to carry the station over periods of peak demand. Laramie, at the peak of capacity, produces 420 tons a day and has room for stockpiling 32,000 tons.

Another difference is that Roseville, in addition to re-icing, does a terminal-type job of initial icing, whereas Laramie, amid the almost dramatic loneliness of a wide-open plain, is a through station, designed for the swift re-icing of trains that pause briefly and are off again.

Center of attraction at Laramie is a mile-long platform that accommodates, along its two sides, two trains of 105 reefers each. It's a car-high platform, and along its upper deck three electric-powered icing machines move on widely separated rails, noisily pitching ice through the car hatches.

Ice comes out of the daily storage room at the ice-house, where teams of men use pikes and tongs with almost effortless skill, lining the blocks up end-on-end and skidding them onto a conveyor belt that carries them along the entire length of the platform. An icing machine, straddling the belt, picks off the 300-pound blocks. It tosses them into its roaring crusher to be broken into chunks—and the size of the chunks may be specified by each particular shipper. As fast as they come out of the crusher the chunks go flying through the chutes, the hollow arms of the icing machine, into the hatches.

A salting machine, moving on the same rails, follows the icer along the platform and drops into the bunkers of each car, atop the newly packed ice, the precise amount of salt called for in the shipping instructions for that car.

Meanwhile, below the racket and roar of the icer, on a lower deck that's floor-high to the cars, men open the doors of particular reefers and refresh the body icing. Not every car is body-iced. But a shipment of cantaloupe, for example, would be. When the crates are stowed away, a mobile icing machine is brought to the car door, and a quantity of finely crushed ice, or "snow," is blown in upon them. It fills the spaces between the crates, and it tops them over. At Laramie such body icing may or may not be renewed, depending upon the shipper's instructions.

Reefer lines offer forty different types of refrigeration service, for the ways of perishable crops are various, and every shipper gets the kind of protection that he orders. So the job at Laramie is not merely to re-ice the trains, it's to deal with each car separately. And that's why the over-all operation is centered in the hands of a control-tower chief, who governs by radio and public-address system.

Long before the arrival of a train at Laramie, the consist is received by teleprinter, and then the "diversion" orders come rolling in. An operations program is carefully worked out to cover every car. Change the ventilation of this car. Step up the ratio of salt for that. Body-ice another. When the train arrives, the program is complete. And just thirty minutes later, as a rule, the train is on her way again.

The oddities of reefer operation, the trade practices by which it's governed, are a great surprise to those who come upon them for the first time. All are based upon the fact that prices offered for fresh fruits and vegetables are always changing, and on any one day the prices may vary greatly from one city to another.

A grower cannot wait for the fa-

vorable moment. His crop must be harvested within a critical day or two. Once harvested, *fresh* fruits and vegetables cannot be stored, but go aboard the reefer as fast as they come off the trees or out of the ground. So the grower, who often has no idea where he can sell the stuff, takes advantage of a long-established practice which enables him to ship "rollers" with a right to "divert and reconsign."

Take a grower in California. He loads his crop. To get the shipment rolling immediately toward Eastern markets, he consigns it to any city at all—to St. Louis, for example—knowing that he'll have a few days' time yet to sell the carload to somebody in that general direction.

After seeing the reefer leave town, he calls up brokers in the Middle West and along the Atlantic seaboard and hears what each would pay for the shipment. He phones them again next day, and the day after that. He notes where the price-trend is upward, where it's level, and where it's falling.

Day by day, too, he calls up the car-line company, for "passing advice." The diversion clerk takes time to check, and then supplies the requested information. The reefer is now "passing" such-and-such a place and is due at the next interchange point in so many hours or minutes. Passing advice makes the system tick.

On hearing where his car is, the shipper asks what the outside temperature is at that point. He takes a decision: "Double the amount of salt." At the next re-icing, the clerk asures him, that will be done.

The shipper makes another decision: "Divert from St. Louis to Chicago." The diversion clerk jots down that order, too; tells the shipper it's as good as carried out. And all along the line the waybills are amended to show the change of destination and, very often, a change of routing.

A day or two later, the shipper is back for further passing advice. In a different part of the country now, he wants less salt; he also wants a different kind of ventilation. And because he's found it possible to catch an even better market: "Divert from Chicago to Buffalo."

It's a surprising fact that for every hundred reefers speeding along the glinting rails today you're going to have—before any of them reach their destination—a total of 203 diversions. That's what experience has taught us to expect.

Obviously, reefer service calls for considerable technical skill. Many of us regard it as the most vital job of railroads today. It's a symbol and support of the highest level of health and living standards that history has ever known.

Photographed July 15, 1958, by Don Wood, 29 Mt. Haven Drive, Livingston, N. J.

Canadian National No. 6076, with train 75, rolls toward Bayview Junction, Ontario.

During its bright years of prosperity the Lehigh Valley's *Black Diamond* was powered by steam locomotives, one of them being the 2099, pictured on the Susquehanna River bridge at Towanda, Pennsylvania, with a backdrop of towering cliffs.

Mike Runey, 5 Mountainview Drive, Pine City, N. Y.

Exit the BLACK DIAMOND

by SY REICH

BOARD! A few last-minute passengers scurry downstairs from the brightly-lit airy concourse of New York's Penn Station to the dark, high-level, trackside platforms. There, on track 6, they enter a waiting train, the *Black Diamond*, and sink breathlessly into cozy seats.

The *Black Diamond*, at her inception in 1896, was hailed as the world's handsomest streak of varnish. She is still handsome this fine May morning in 1959, though not as self-assured as she used to be, for the Lehigh Valley is abandoning its once-popular service between New York and Buffalo, and the *Diamond* is the flagship of that fleet. I am riding her just before, in Lucius Beebe's words, she goes "down the long tangent and around the final curve into history."

Her consist includes a Railway Post Office car, a mail-storage car, a parlor-diner, and two coaches for Buffalo as well as a coach and a parlor car that will be cut off at Lehighton. One of the Pennsy's classic GG-1 electrics will wheel her through the 1.8-mile Hudson River tunnel and across the foul-smelling Jersey meadows to Newark, where a Lehigh Valley diesel will take over.

We leave Penn Station at 8:45 a.m., about five minutes late. Before entering the underwater tube we glimpse daylight between Ninth and Tenth avenues and some two-tone gray Long Island coaches and red-white-and-black New Haven ignatron locomotives, stored respectively at our right and left beside the Pennsy main line.

On the Jersey side of the river the *Diamond*, a guest on PRR high iron as far as Newark, sweeps through eight miles of crowded railroading, crossing the Erie's Northern branch, about a half-mile from the Susquehanna transfer, and Croxton yard and the Erie main line. We roll above the Lackawanna's Boonton line and the Erie's Greenwood Lake Division, another commuter route, and an Erie siding and then above the DL&W's electrified Morris & Essex Division just in time to race one of their eight-car multiple-unit trains that is heading from Hoboken to Dover, N. J.

After a brief stop at the Pennsylvania's modern Newark station the GG-1 trundles us on past Hunter tower, then up a short connecting ramp to the Valley's main stem at NK tower. Here the catenary wire ends. The GG-1 cuts off and backs into a siding while a two-unit Lehigh Valley passenger diesel, built by Alco and General Electric, couples into the *Black Diamond* for the rest of the way to Buffalo.

At NK a Lehigh Valley official escorts me to the surprisingly roomy and comfortable cab of the lead

unit, No. 613. He explains that LV passenger trains have been operating into New York's Penn Station over the Pennsylvania Railroad from the Valley's NK tower since World War I. Before that time they used the Jersey Central's Jersey City depot, from which Manhattan-bound passengers were ferried across the Hudson.

Diagonally opposite NK is a large cleared area where once stood the Valley's Newark station. Since the switch to PRR with its more centrally located station on downtown Raymond Boulevard, this outlying depot has been leveled.

Car knockers check the train. Our gray-haired conductor gives two toots on the shrill intercom whistle. High green! Four thousand Alco-GE horses spring into action as the engineman notches his controller.

Fireman E. J. Franc motions me back to the engine room to watch him make a quick inspection of running equipment. He checks gages and controls, adjusts the train-line steam generators. Says we'll be back in the cab in time to help the engineman spot motorists who think they can tangle with 150 tons of locomotive at the Hillside grade crossings.

A sharp whistle sounds in the cab. This is an overspeed indicator. You hear it when the engine reaches the maximum authorized speed of 79 miles per hour. If the engineman does not idle the diesels then, an automatic device takes control and puts him into emergency. The tight schedule between NK tower and South Plainfield, N. J., allows 16 minutes for 15 miles, start to stop. It means running at maximum authorized speed.

Beyond South Plainfield we pass No. 24, a commuter run from Lehighton. The Lehigh Valley has about 300 daily commuters, most of whom originate at South Plainfield or Flemington. This is about half of the total 650,000 passengers that the road carries annually. The Valley runs five trains, daily except Sunday, into and out of New York. According to company figures, these trains lose at least $4 million a year, which explains why the Valley wants to end all passenger runs. Application was made to terminate them in January, 1959, but the ICC ordered continuance pending hearings.

In its dieselized old age the *Black Diamond* (shown at Ithaca, N. Y.) was forced out of business last May by the increasingly stiff competition of highway traffic.

Henry Raudenbush, 8441 169th St., Jamaica, N. Y.

At South Plainfield Jct. the LV's branch from South Amboy joins the main stem. This double-track freight line was once a very busy coal route from the Pennsylvania hills to tidewater, but the lessening use of coal and the erection of larger, more modern coal-unloading facilities by Jersey Central and Pennsy have downgraded it.

AT MIDDLESEX we pass an important GATX tank-car-repairing shop. For a while we traverse a stretch of steel parallelling, to the south, the Reading Company's Port Reading branch and, to the north, the main line of CNJ's Central Division. At Bound Brook Jct. on the Central the Reading route to West Trenton diverges, crosses the LV at grade, joins with the Reading's Port Reading branch, and heads for Philadelphia. The Jersey Central and the Lehigh Valley follow a similar direction for the rest of the way to Wilkes-Barre, Pa.

As the *Diamond* accelerates from the 50 mph restriction at the Junction, we note that the industrial and suburban area of metropolitan New Jersey is being replaced by rolling countryside. After a pause at Flemington Jct., a Valley commuter station, we reach Lansdowne to begin a six-mile climb to Musconetcong tunnel. For many freights the climb to this one-mile bore requires helper service operating out of Easton, Pa., but the 4000-hp passenger diesel easily wheels the *Black Diamond* into Easton, once the site of LV steam locomotive building shops.

Easton is an important junction between the Valley and the Pennsy's Belvidere-Delaware branch, over which the Lehigh & Hudson has trackage rights, and the Jersey Central. Here, too, the LV maintains a dining-car supply depot. At precisely 10:24, two short whistle blasts announce the end of a brief stop during which our dining-car was serviced, our mail, express, and baggage unloaded, and passengers embarked and disembarked. Right on time, five minutes made up.

At Easton we begin a journey through the lush Lehigh River valley, from which, over a century ago, the railroad took its name. The name *Black Diamond* was picked by a Toledo hotel clerk, for the princely sum of $25, after the chief commodity hauled by the LV, and this train did not miss a trip in more than 50 years.

Shortly after passing Richards yard, where the Lehigh Valley expands from two to four tracks so that freights can avoid the passenger stations and curves at Bethlehem and Allentown, Pa., we see the giant Bethlehem Steel mills at Bethlehem. Between blast furnaces and open hearths we discern the yellow-and-red diesels of the Philadelphia, Bethlehem & New England Railroad, a

rather ambitious title for a road owned by and serving the steel plant. At this city so much mail is transferred from a Reading RPO to the *Black Diamond's* RPO that we pull out of Bethlehem 30 minutes late.

On the opposite bank of the picturesque Lehigh River, the CNJ main line runs between Easton and White Haven, Pa. Pretty soon we sight the Central's Bethlehem-Allentown yard—the first yard anywhere to be equipped with a hump and car retarders, and recently enlarged and modernized.

JUST BEFORE reaching Allentown, at one time our nation's capital, we cross the Allentown Terminal Railroad. This line allows Jersey Central passenger trains to gain access to Allentown Union Station (with the Reading) and permits Reading engines to pick up and deliver freight to the Jersey Central yards at Bethlehem.

At 11:32 we leave Allentown, 23 minutes late. After ducking under the Lehigh & New England bridge at Palmerton and passing opposite the Chestnut Ridge Railway, property of the New Jersey Zinc Company, we arrive at Lehighton, a Lehigh Valley division point. Here we meet the Valley's RDC-1, which makes connections for Hazleton, Pa. Originally the Valley owned an RDC-1 and an RDC-2 but recently sold the latter to the Canadian Pacific.

After changing crews, the *Diamond* is off again, rolling under the CNJ main-line bridge and alongside the Valley's yard and engine terminal. We stop briefly at Jim Thorpe, which was renamed from Mauch Chunk in honor of the great American Indian athlete who lived there. Looking across the Lehigh River, we see the Jersey Central's division point, yards, and engine terminal, and higher up the mountain a scar left by the famous old gravity switchback that used to haul vacationists to and from a popular rustic dance pavilion.

We leave Jim Thorpe about 32 minutes late, to start a long winding trip into the mountains. This river valley trail, through country inaccessible to automobiles, is one of the most beautiful stretches of railroad in the East. LV shares the valley with CNJ, crossing from one side to the other to gain footing in this rugged terrain. There are tough grades and sharp curves.

AT ONE point the river undercut the roadbed, threatened to wash it away. Resourceful LV engineers lowered several loaded hopper cars into the river to save the roadbed. This strategy worked. When the river is low you can see the hoppers turned sidewise in the water, standing guard over the right-of-way.

After a quick stop at White Haven, still 31 minutes late, we pass Glen Summit Springs, altitude 1739 feet, highest point on the LV main line, and commence a 1000-foot descent into Wilkes-Barre, a division point. The Jersey Central forks from the Lehigh Valley at Wilkes-Barre, going through Penobscot and the old Ashley Inclined Plane, the original alignment of which was so steep that cables had to pull the cars up the hill.

Near this point the LV freight and passenger lines separate. The freight proceeds through Avoca, an Erie, Delaware & Hudson and L&WV interchange. The passenger line descends into Wilkes-Barre, and the *Diamond* stops opposite a weather-beaten station, a sign on which proclaims, "The Laurel Line—Fast Frequent Electric Service to Pittsburgh and Scranton." But this line, the Lackawanna & Wyoming Valley, owned by the DL&W, no longer runs passenger trains. It used to provide electric interurban service and boasted the original Baldwin-Westinghouse electric locomotive, built in the 1890's. The LV itself uses an old but clean station that sees activity six times daily.

From Wilkes-Barre to Sayre the railroad levels out, following the lovely Susquehanna River as far as Pittston, then striking out along the flat expanse of upstate New York for the rest of the trip to Buffalo.

We make up 8 minutes of lost time between Sayre and Ithaca, and 14 more before reaching Geneva, but at the Manchester, N. Y., yard the de luxe *Diamond* is stopped by dragging equipment.

Somehow, it seems, the front steam-hose connection on the leading diesel became disengaged from the safety bar. This could cause a derailment if the hose were entangled with a switch or ties on a bridge. Aided by yardmen, the *Diamond's* crew makes temporary repairs by wiring the loose hose to the locomotive pilot. Another delay, 15 minutes, but this one in the interest of safety.

At Depew we roll past the junction with the Valley's line to Suspension bridge over which the *Maple Leaf*, operated jointly by LV and Canadian National, rumbles on its trip between New York and Toronto.

Finally, at exactly 7:40, one hour later, the *Black Diamond* pulls majestically but sadly into Buffalo and unloads her passengers at the Valley's newly-built station . . .

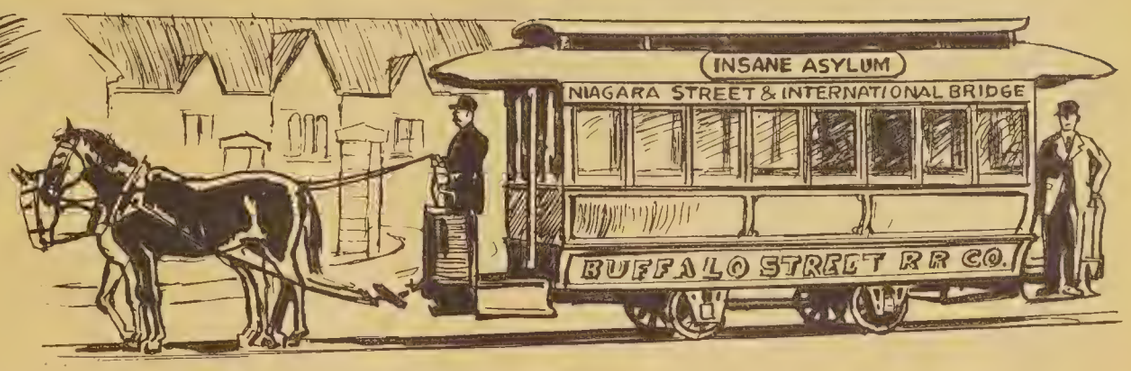
AS YOU read these words, nothing is left of the *Black Diamond* but a proud tradition, a few menu cards and timetables, and a flock of photographs. The train herself has been blacked out permanently, along with most other Lehigh Valley passenger service between New York and Buffalo as well as some local runs to and from Lehighton.

From this you may gather that the Valley, like many another road, has long since ceased to love its passenger business, including and especially the unprofitable commuters with which it is stuck. Still operating are the *Maple Leaf*, between New York and Toronto; the *John Wilkes*, New York-Lehighton, and the RDC shuttle in the coal region between Lehighton and Hazleton which the LV has already applied for permission to abandon.

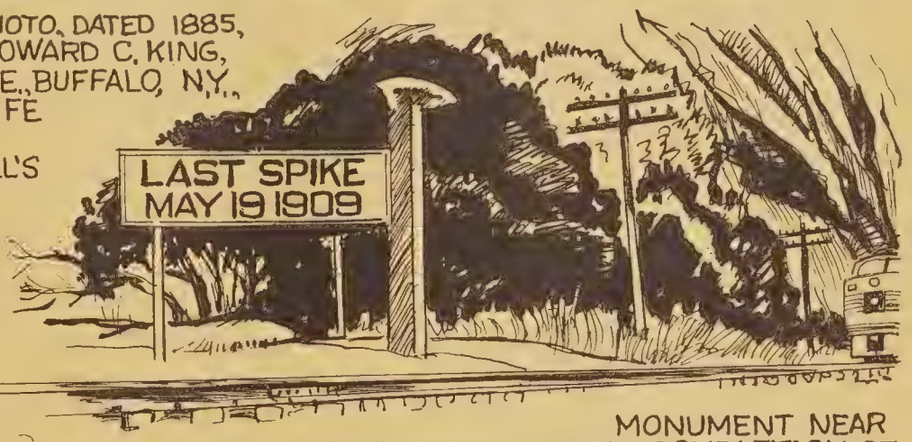
One by one the great name trains, like the *Black Diamond*, are being shuffled off into eternity, leaving behind their bright legends and some wide gaps that, for true railfans, will never be filled.

Along the Iron Pike

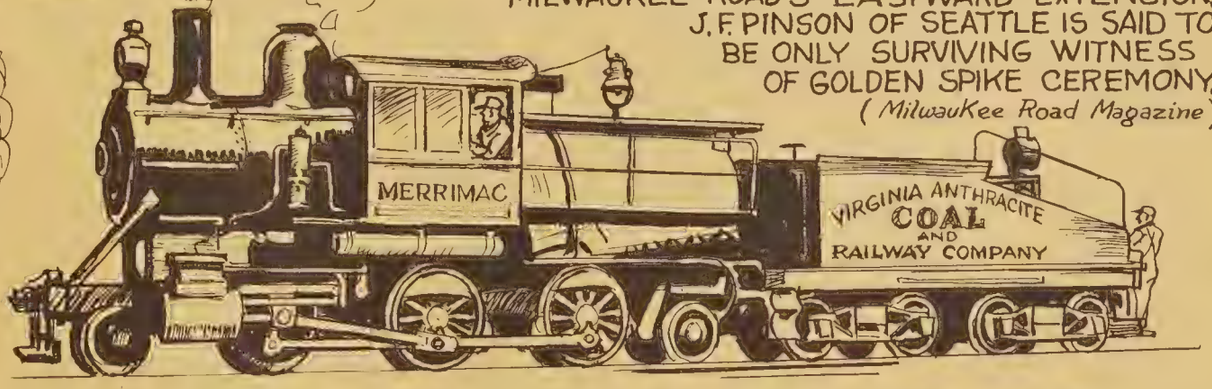
by Joe Easley



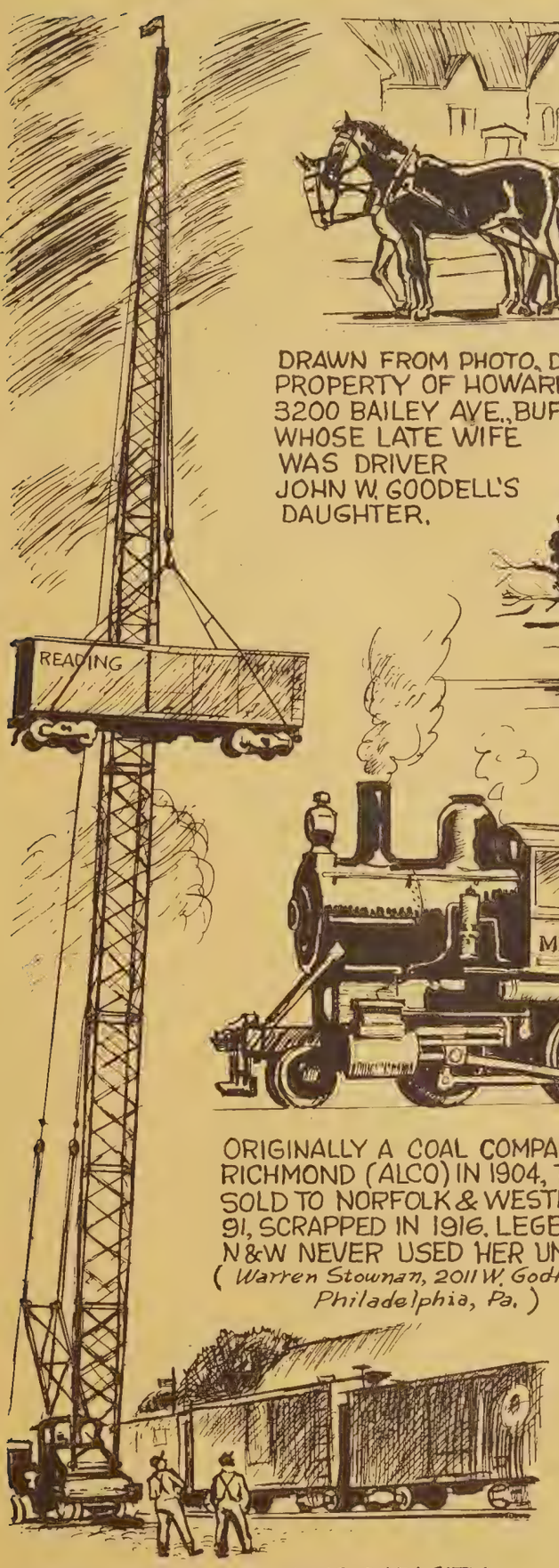
DRAWN FROM PHOTO, DATED 1885, PROPERTY OF HOWARD C. KING, 3200 BAILEY AVE., BUFFALO, N.Y., WHOSE LATE WIFE WAS DRIVER JOHN W. GOODELL'S DAUGHTER.



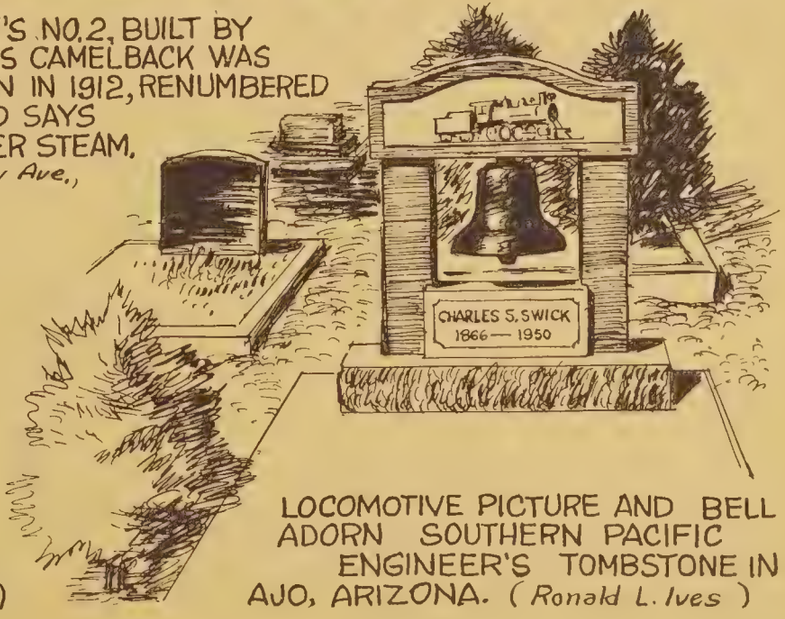
MONUMENT NEAR GOLD CREEK, MONT., MARKS COMPLETION OF MILWAUKEE ROAD'S EASTWARD EXTENSION. J. F. PINSON OF SEATTLE IS SAID TO BE ONLY SURVIVING WITNESS OF GOLDEN SPIKE CEREMONY. (*Milwaukee Road Magazine*)



ORIGINALLY A COAL COMPANY'S NO. 2, BUILT BY RICHMOND (ALCO) IN 1904, THIS CAMELBACK WAS SOLD TO NORFOLK & WESTERN IN 1912, RENUMBERED 91, SCRAPPED IN 1916. LEGEND SAYS N&W NEVER USED HER UNDER STEAM. (*Warren Stownan, 2011 W. Godfrey Ave., Philadelphia, Pa.*)



GIANT CRANE OF 100 TONS CAPACITY TESTS ITS PROWESS BY LIFTING READING RAILROAD BOXCAR 100 FEET ABOVE GROUND. (*Reading Railroad Magazine*)



LOCOMOTIVE PICTURE AND BELL ADORN SOUTHERN PACIFIC ENGINEER'S TOMBSTONE IN AJO, ARIZONA. (*Ronald L. Ives*)

ASK BARBARA: **Railroad questions are answered here every issue by our research expert—as many as space permits. Top priority is given to subjects that seem to be of wide general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York 17, N. Y. No replies will be sent by mail.**

1 *Do any North American railroads today dispatch trains regularly by Morse telegraphy?*

Yes, a few. For example, the Kansas City Southern line between Dallas, Texas, and Shreveport, La., 223 miles, 38 of which is Santa Fe trackage. Train dispatching on the rest of the KCS system, as on other roads, is handled by telephone, Morse being used only when phones are ineffective because of wire trouble. (Read "Desert Job," by Harry Bedwell, in this issue.)

The Santa Fe uses Morse regularly to dispatch trains between:

Eureka and Pekin, Illinois
Bonner Springs and Leavenworth, Kansas
Topeka and Atchison, Kansas
Burlingame and Alma, Kansas
Burlingame and Gridley, Kansas
Esau Jct. and Stillwater, Oklahoma
Enid and Cherokee, Oklahoma
Great Bend and Scott City, Kansas
Wichita and Pratt, Kansas
Viola and Englewood, Kansas
Anthony and South Haven, Kansas
Anthony, Kansas, and Ponca City, Oklahoma
Slaton and Lamesa, Texas
Loving and Pecos, Texas
Florence and Canyon City, Colorado
Entro and Mayer, Arizona
Byars and Ada, Oklahoma

2 *Does the Interstate Commerce Commission have jurisdiction over Canadian and Mexican railways entering U. S.?*

Yes, says Harold D. McCoy, ICC secretary, but only insofar as the transportation of passengers or property takes place within this country.

3 *Where can I buy colored picture postcards of railroad or trolley views?*

Colorado Railroad Museum, P.O. Box 641, Golden, Colo., sells 7 different cards, beautifully printed, at 5c each. Include a self-addressed stamped envelope with each order. (The Museum itself, including a Narrow Gauge Motel on Rte. 58, which branches off U. S. Highway 6 at Golden, is well worth visiting.) If readers will tell us where to get other colored cards we'll publish the list.

4 *When did railroading begin officially in the United States?*

The first company incorporated to haul anything by rail in U. S. started operations Oct. 7, 1826, with horses pulling carloads of granite for use in building Bunker Hill Monument. Prior to that time there were two or three wooden-rail shortlines in Delaware County, Pa., and elsewhere but none were incorporated.

5 *A friend tells me that at top speed a Hudson type could outpull an F-7 diesel-electric. Is that true?*

Sy Reich puts it this way: In general, diesels that would exert a greater tractive effort than steam engines at low speed will exert less tractive effort than the steamers if both are running at high speed. However, when speed exceeds 65 mph, tractive effort is not the main consideration. Other factors make the diesel a better all-round high-speed performer. These factors include fuel consumption, the ability to maintain high speeds for long periods of time without refueling or slowing down to pick up water, and the fact that the diesel has no dynamic augment while the steamer puts far more stress and strain on the roadbed.

6 *How can I find the locations of the various railfan clubs?*

In June '59 issue of *Trains* magazine (1027 N. 7th St., Milwaukee, Wis.)

7 *What were USRA Mikados?*

H. L. Kelso answers this one. They were 2-8-2's built to specifications of the U. S. Railroad Administration that was organized in World War I to standardize, among other things, locomotive-building so that parts would be interchangeable. Many engines of various wheel arrangements were built to USRA specifications and assigned to roads where they were needed most.

Certain engines were designed for carriers with relatively few weight restrictions due to bridges, rails, etc. Actually, the difference between *light* and *heavy* was slight. A *light* Mikado weighed, in working order without tender, 290,800 pounds; a heavy one 325,000. Cylinders on the *light* Mikes measured 26x30 inches; on the others, 27x32. Both had the same boiler pressure, 190 pounds.

8 *Why was the Erie's huge passenger station in Jersey City built of wood instead of brick or stone?*

No heavy material (except a corrugated iron roof) could be used because the depot had to stand on piles driven into the Hudson River bed.

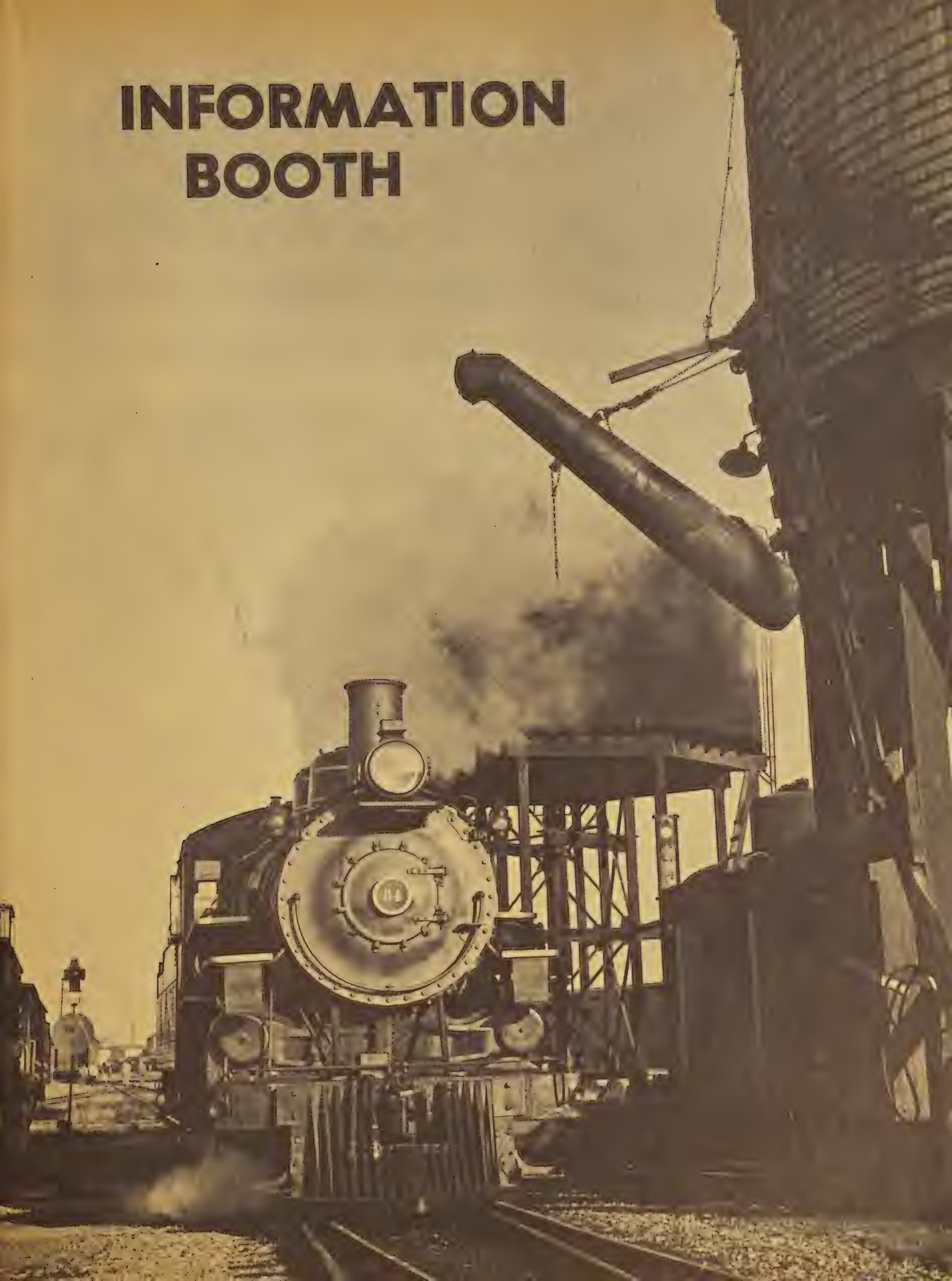
George E. Archer designed and built this gingerbready structure in 1887, when the Erie was known as the N. Y., Lake Erie & Western. Despite his care, pilings beneath the trainshed sank over half an inch in '94, so the tall arching shed was razed and replaced by light umbrella sheds. Later the station floor began sinking. It was raised first about 3 inches, then 20 inches. Last summer the depot, together with the ferry-house and Pier 4, were torn down. Thus passed a once-busy old landmark.

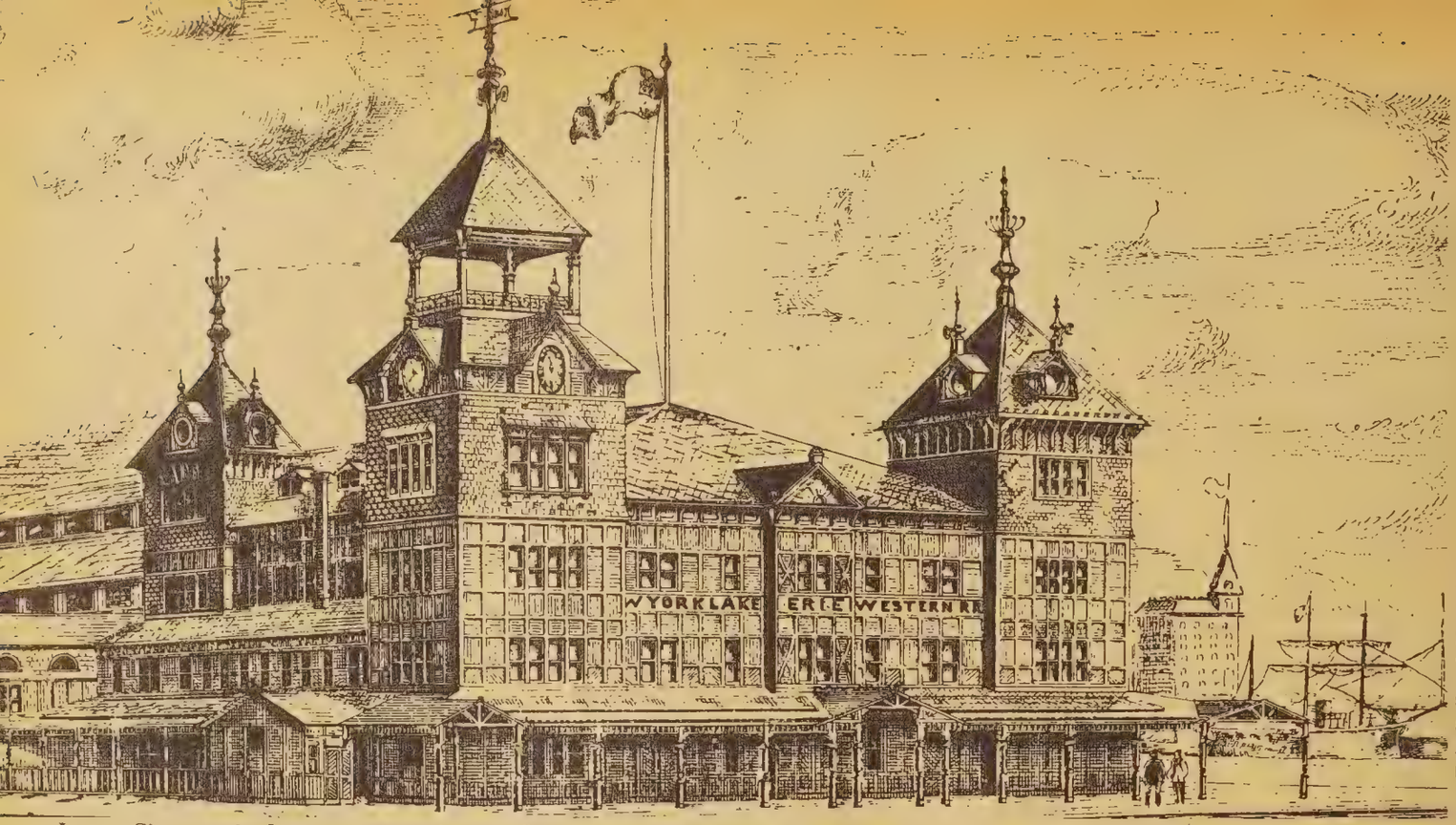
9 *Do you have the words to Cy Warman's poem, "The Engineer's Grave?"*

Yes, herewith. (The late Cy Warman was a Denver & Rio Grande hogger.)

Western Pacific No. 94 pulled a passenger special to Oakland last June for a celebration. Robert Field, 107 Stanyan St., San Francisco

INFORMATION BOOTH





Erie Railroad Magazine

Jersey City terminal was a grand place in 1887, in the days of sailing ships, but last summer the old structure was torn down.

How often at night, when I rock o'er the rail
As the little stars shine overhead,
My mind wanders back over memory's trail
And I think of the days that are dead:
The red locomotives we had for our toys,
The coaches so gaudy and gay,
How we played together, Bill, when we were boys
And again I hear you say:

"Chu-chu! Chu-chu! Here comes the railroad;
You'll be the brakeman and open the bars."
Big bell a-ringing, somebody singing:
"Chu-chu! Chu-chu! Here come the cars."

And now where you sleep so dreamless and still
In this silent city I stroll;
Oh, send me some signal or speak to me, Bill;
How is it, old friend, with the soul?
How is it up there on your heavenly road?
The moon for a headlight, for white lights the stars;
Glad bells a-ringing, angels a-singing:
"Chu-chu! Chu-chu! Here come the cars."

Warman used the term "white lights" because, at that time, white was the clear indication. Years later, green replaced it, largely because of a disastrous train wreck caused by a red roundel having fallen out of a trackside signal, exposing a white (go-ahead) light even though the signal itself was set at stop. Warman's best-known poem is entitled "I Hope the Lamps Are White."

(For picture of engineer's grave see *Along the Iron Pike,* p. 31, this issue.)

10 *What is the new numbering system of the British Railways main-line electric locomotives?*

One that prefixes E in a series ranging from 1000 (for AC units) to 5000 (for DC). The first figure of AC series, besides identifying the loco, indicates its horsepower. For example, E-2001 is a unit in the 2000-hp range. The system is already applied to 24 locos of E-5000 series and the E-2001, a converted gas-turbine, the first AC loco to be numbered. A fleet of 100 main-line AC's is on order for British Railways to replace some of its steam engines.

11 *Which railroad was the first to be fully dieselized?*

According to the Association of American Railroads, the Texas-Mexican, a 160-mile freight line running between Laredo and Corpus Christi, Tex., late in 1939. Next came Atlanta & St. Andrews Bay, June 18, '47; N. Y., Susquehanna & Western, July 1, '47, and Gulf, Mobile & Ohio, the first Class 1 road to be "fully" dieselized, Oct. 15, '49.

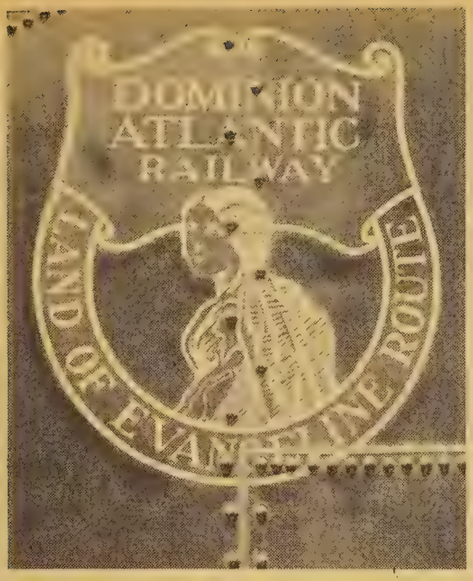
But this list is deceiving. ICC reports show that all four roads continued to own steam engines after being officially dieselized, the steamers being stored or otherwise inactive except perhaps for stand-by service. We don't know which road was first to have an all-diesel roster.

12 *I am a Western Pacific clerk, age nearly 65. What shall I do before applying for a retirement annuity?*

By "taking the rocking chair" you give up your rights to return to railroading or to the service of your last non-rail employer, if any. First thing to do is visit one of the more than 100 U. S. Railroad Retirement Board offices to get free advice and help, or mail your application to the nearest Board office.

13 *Now that N. Y. Central main line into Buffalo is 3-tracked instead of double-tracked, since Frontier Yard opened, what is the status of Gardenville Cutoff?*

The line via Gardenville, bypassing Buffalo, is single-tracked and was held for a single daily movement of high and wide loads. Recently, with the steel strike on, grass and weeds took over, gons were stored there. Apparently the Central is waiting to learn whether or not any industry that buys a piece of its one-time yards will need a railroad siding. We know of no specific plans.



Dominion Atlantic locomotive tenders display this picturesque official crest.
H. A. Jenkins, Windsor, N. S., Canada

14 *Why does Seaboard Railroad have "Air Line" in its corporate title?*

Those words came from one of the Seaboard's predecessor companies, Raleigh & Augusta Air Line RR., founded 1873, long before the birth of aviation. They mean the most direct route between given points, "as the crow flies." Because the Seaboard was the shortest route between North and South, the term "Air Line" was carried over when SAL was founded in 1900.

15 *What does the word "pocket" mean in piggyback railroading?*

A depression 8⅜ inches deep built into a flatcar deck to provide space for wheels or trailers. It was designed and put into use by the Baltimore & Ohio on some of its trailer-carrying flatcars to lick a clearance problem. Two short flatcars are joined into a single articulated unit known as a Tandem Wheel Pocket Tofee Flat. ("Tofee" means trailer-on-flatcar.) This unit achieves the flexibility needed for tunnel clearance. It raises maximum height limit on trailers from 10 feet 11½ inches to 12½ feet.

16 *Where can I find a list of old and new names of U. S. and Canadian railroads, including abandoned lines and those absorbed by bigger roads?*

Such a list, plus other data, comes out every Jan., April, and Oct. in a book of about 56 pages issued by National Railway Publication Co., 424 W. 33rd St., New York City, publishers of the *Official Guide*. Called the *Official Railway Guide Quarterly Supplement*, it sells only by subscription, $5 per year (4 issues). The *Guide* itself is published every month at $4 a single copy. (Old issues may be bought cheaply through our *Switch List*.)

17 *Give engine-whistle signals.*

You'll find them (and answers to hundreds of other rail queries) in *Quiz*, an illustrated book which you can get free by writing to the Association of American Railroads, Public Relations Dept., Transportation Bldg., Washington 6, D. C.

18 *What is a line-haul railroad?*

One engaged in main-line common-carrier transportation, as distinguished from a switching or terminal company.

19 *Which is the northernmost railroad bridge on our continent?*

The one that carries the Alaska Railroad across Tanana River, 412 miles north of Seward at latitude 64.5 north.

20 *Define (a) dog charts and (b) gland, in railroad shop terminology.*

(a) Modern slang for "monkey sheets," the intricate diagrams in a railroad signal system that tell you where wiring should be placed in relay and instrument houses ("doghouses"). The buildings are pre-fabricated, reinforced, insulated, windowless, and plain. Up through their floors rise huge cables; from nearby pole lines more cables enter through the wall. These cables carry power, sensing, command, and other circuits.

(b) Device that fits around a moving part, such as a piston rod, to prevent leakage of fluid or pressure.

21 *What is the average ride of a railroad passenger in North America?*

About 54.6 miles, the figure being determined largely by commuter business. In 1957 the average was 58.5 miles, and in 1958, 55 miles.

22 *Define "densitometer."*

An instrument for reading density of spectrum lines on a spectograph to show, for maintenance purpose, the condition of diesel locomotive oil.

23 *What famous spot on which railroad did the Indians worship, George Washington survey (in 1750), and Thomas Jefferson purchase (in 1774)?*

Natural Bridge, Va., on the Norfolk & Western's Shenandoah Division. (Confession: nobody asked us this question. We swiped it from the *N&W Magazine* because it intrigued us.)

Running Extra

When you answer a query that appeared in *Information Booth* or *Running Extra*, please mention the item number and date of issue.

"FOR WHOM was the Johnson bar named?" asks C. E. Spangler, an ex-hobo who used to travel "side-door Pullman." He now lives at 1057 W. 229th St., Torrance, Calif.

DETAILS of train wreck at Climax, Ala., in Dec., 1918, are sought by Wm. Hoffman II, 326 S. East Ave., Baltimore 24, Md.

"I HAVE a switch key initialed BOCRR," says G. Wigren, 206 Willard St., Jamestown, N. Y. "What do initials stand for?"

INFORMATION on the Sanford & Eastern Railroad is wanted by David Albert, 119 Kennebec St., Waterville, Maine.

BARRY FRANKLIN, 15214½ Dickens St., Sherman Oaks, Calif., asks, "What will happen if the airlines lower fares to the level of train fares or below?" Is there an airline expert in the house who'll answer him?

ERNIE PLANT'S brief history of Brigham Young's private car (Aug. '59) is brought up to date by R. H. Anderson, Gen. Mgr., Alaska Railroad, who used it for some time as a business car. He writes: "In April '55 it was bought by a retired car foreman on this railroad, who in turn sold it to a native railroad employe, Rocker Big Joe, now using it as his home in Fairbanks."

WANTED by Bob Mason, 560 Central Ave., Holland, Pa., data on the New York & Penna. RR., known as

"the Nip," that ran between Shinglehouse, Pa., and Whitehorse, N. Y. "It began as a lumber road," he recalls, "but by the 1920's was deteriorating fast. As a lad I spent some time on a farm near Genesee, Pa., and often watched the 4-car train go by."

DETAILED technical information on mechanical refrigerators owned by fruit companies is sought by R. McKibbin, 2286 Venables St., Vancouver, B. C., Canada.

WHO can give data on Czechoslovakian fireless locomotive to L. D. Graves, Route 1, Box 147-A, Suisin, Calif.?

ADD to list of roads using 4-8-0's the New Zealand Govt. Rys., where 45 locos in 3 classes of 12-wheelers are still running, 2 others have been scrapped, 3 more rebuilt, according to B. Whebell, 48 High St., Greymouth, N. Z., who writes:

"I had only just got home after firing one of them when my June '59 *Railroad* arrived and I read that list. My special interest is N. Z. locos owned by private companies, including geared types on logging roads. I have details of 5 Climaxes that came to this country and know of 8 Heislers but very little about them. Who will supply data on Climax builders' Nos. 522, 982, 1203, 1317, 1650, and same for Heisler 1074 and Stearns Mfg. Co. 1082, or details of any other American-built geared job shipped to New Zealand?"

SUPPLEMENTING the data on the *Shakopee* (photo, Aug. '59) supplied by Walter A. Lucas (Dec. '59) is this note from E. W. Langford: "Minnesota Valley's *Shakopee* may have been a dummy but was no flop. She carried water under her boiler, fuel back in the car, and ran between Minneapolis and West St. Paul in 1860's on what is now Iowa & Minnesota Division of Milwaukee Road."

CASEY JONES'S watch (Oct. '59) reminds Bill Kessel, 101 Center St., Hamburg, N. Y., that the Mississippi Public Service Commission recently denied Illinois Central permission to close its now-unprofitable station at Vaughan, Miss.

TWO hard-working young men of Bethlehem, Pa., who have gained a knowledge of railroads through research for a book they are writing, offer to answer railroad questions for any reader enclosing a self-addressed stamped envelope. They are Arthur E. Phelps, president of the Phelps & Frankenfield RR. Club, 427 E. Fairview St., and David R. Frankenfield, director of publicity, same club, 251 E. Fairview St. They specialize in railroad histories and motive-power rosters and say they will tackle queries, even tough ones, free of charge. Line forms at the left.

LISTING of 6-foot-gage roads (Oct. '59) omitted the Ohio & Mississippi, connecting Cincinnati with E. St. Louis, Ill., says Geo. Zabriskie. It was built originally as the final link of a 3-road chain on the "southern" route to the West. The B&O Parkersburg branch terminated at Parkersburg, W. Va. The Marietta & Cincinnati picked up passengers a few miles down-river from Marietta. As both roads were standard, transfer to the broad-gage O&M was a bit of a nuisance.

While Erie RR. promoters of the Atlantic & Great Western were pushing through Ohio they realized St. Louis was within their reach. By building a few miles on their own and getting trackage rights to lay a 3rd rail on the Cincinnati, Hamilton & Dayton, they connected with the O&M, but the CH&D itself never operated a broad-gage train.

The Erie-A&GW-O&M tie-in became "The Great Broad-Gage Route." You could have ridden from New York to E. St. Louis without changing cars, a real feat in those days. Later, B&O bought and standard-gaged O&M and removed the CH&D 3rd rail. Standardization of the Erie and A&GW followed. Probably the last broad-gage line in U. S. was Sterling Mt. RR., an Erie connection, standardized in late 1880's.

BOOKS and magazine articles on the Sierra Railroad and the Sacramento Northern are wanted by Allan Sommarston, 13 Matthews Place, Walnut Creek, Calif.

DATA on Waco Steam Dummy Line of the 1890's is sought by Avery von Blon, Box 6422 BU Station, Waco, Texas.

WORLD'S top speed for locomotives, attained by French National Railroads, was 207 mph, not 27 as a typographical error in Oct. issue (item 13) stated. Another mistake in same issue (item 4) said Chicago Great Western discontinued passenger service. Actually, reports Allan Vaughn, only trains 7-8 between Chicago and Oelwein were pulled off. Trains 5-6 are still running between Kansas City and Minneapolis.

INFORMATION on railroads which used to serve his home city is sought by Philip Weibler, 1671 Kentucky, Quincy, Ill. He wants to hear from readers who have pix, maps, timetables, other railroadiana from such lines. He also seeks the words of an old poem, "Billy Richardson's Ride."

"PENNSY-SE&P marker pictured in Oct. '59 is located near the place where I work," writes Frank Marsteller, 2217 Union Blvd., Allentown, Pa. "Initials SE&P stand for South Easton (Pa.) & Phillipsburg (N. J.) Railroad, whose track serves as a bridge only, connecting with the Pennsy at one end, Jersey Central at the other. The bridge is less than 2,000 feet long. Does that make the SE&P the shortest standard-gage road in U. S.? It is used by the Lehigh & Hudson River and the Lehigh Valley. I'm a CNJ clerk; will gladly furnish info. and/or pix on this area."

ANSWERING a query, CTV stands for Compania Terminal de Veracruz (Vera Cruz Terminal Co.), says Elliott Kahn, 8715 165th St., Jamaica, N. Y. That road does all the yard work there. Yards are bounded by waterfront on one side and roundhouse on the opposite side, are a little over a mile long, and are all 3-rail. Details available from W. L. Schiewe, 436 Center St., Ionia, Mich.

K. E. Davis, Gen. Mgr.

Steam loco today on Magic Mountain Railroad: ex-RGS 42 (see page 60).

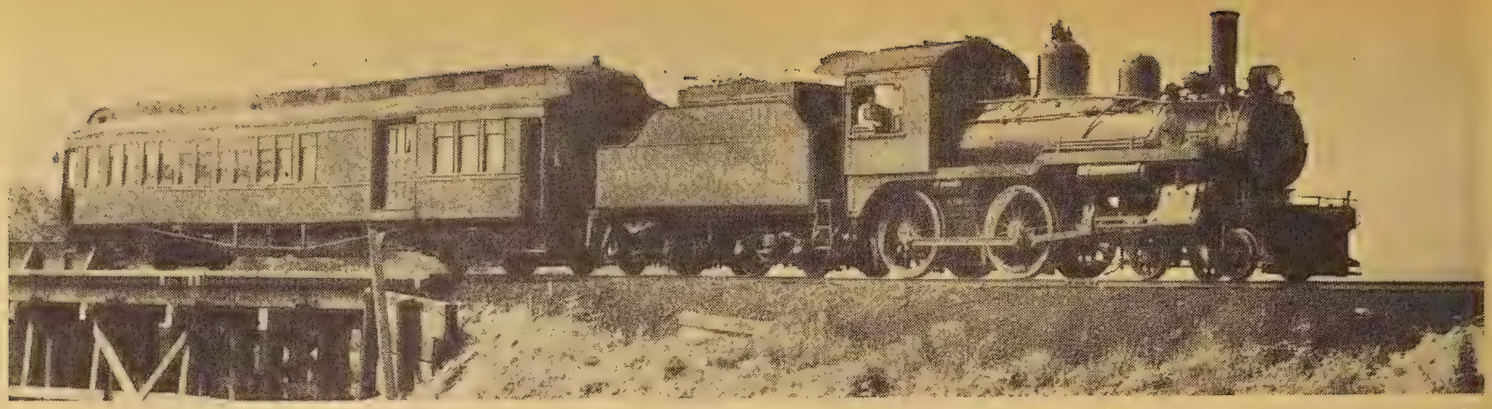
NEW PUSH-PULL TRAINS

A FLEET of 36 new double-deck suburban coaches is being put in service for push-pull trains on the Chicago & North Western in addition to the 48 double-deckers previously placed on commuter runs.

Diesel locomotives of the bi-directional trains always head out of Chicago, but on inbound runs they are at the rear, pushing. Outbound, they pull the cars in the conventional method.

When the locomotive is pushing, the engine crew controls the train from a special cab in the upper deck of the leading car. This car-cab has the same controls and safety devices that you find in the locomotive cab. The remote controls operate in much the same way that three or four diesels in a freight train are controlled from a single cab in the leading locomotive. ●

Head-on view of C&NW train *not* going backward. Engine crew in leading car operates it while a diesel locomotive pushes rear. (Below) Interior scene.



Canadian Pacific 136, oldest active steam engine on our continent, built in '87, heads north out of Pennlyn, New Brunswick.
David Plowden, 1239 Madison Ave., New York City

BOOKS of the RAILS

MANSIONS ON RAILS: The Folklore of the Private Railway Car, by Lucius Beebe, 382 large pages, more than 350 illustrations, including six in full color, Howell-North Press, 1050 Parker St., Berkeley 10, Calif., $10, limited edition $15, autographed President's Car edition $50.

Even if this were Beebe's only book, his fame as a chronicler of railroad lore would still be secure. *Mansions on Rails* boasts a collection of rare photos obtained from a factory loft where fabulous Pullman Co. records had long been buried under dust. Around them L.B. has woven the magic of his opulent literary style and to them he had added pictures from other sources—drawings and paintings by such artists as Howard Fogg, Otto Kuhler, and E. S. Hammock, photos, reproductions of old prints, builders' plans, train-sheets, and contemporary newspaper accounts, all done up in a superb job of bookmaking, printed by letterpress, clothbound, and gold-stamped.

Mansions on Rails is unique. Beebe has documented with eclat a phase of American life that previous historians ignored or barely mentioned—i.e., the private varnish of the lavish rich—but not even he could have written such a book without the exciting discovery of those pictorial records at Pullman, Ill. Despite brief touches of scandal, Beebe presents the perambulating palace mostly as a symbol of wealth and social prestige rather than one with "associations of the boudoir."

A 10-page appendix gives some interesting data on personal chariots, including the one Beebe shares with Charles Clegg. Some day, "when the saints go marching in," the *Virginia City* will highball through the Pearly Gates with Beebe and Clegg on the observation platform. We can't quite envision either of them trudging along afoot with the saints.

Private varnish was a glittering facet of the railroad's Golden Age, and L.B. has done it full justice in *Mansions on Rails*. You'll enjoy reading it and mulling over the pictures and lending it to your friends.

MOTIVE POWER OF THE UNION PACIFIC, by Wm. Kratville and Harold E. Ranks, 326 large pages, 693 photos, plus a pocketed "plan package" of drawings for scale modelers taken from actual shop blueprints, showing every type of motive power UP ever used; Barnhart Press, 2566 Farnam St., Omaha 31, Neb., $15.

This volume is monumental. It looks impressive in our library, is useful for reference, and we are proud of it. Never before has a book covered one road's motive power so adequately and with so many fine photos. It gives a fascinating account of UP locomotives from Ponies, Shays, and 4-4-0's, both standard and narrow gage, to the mighty Big Boys and diesels, and even the system's only electric loco, E-100. As examples of its thoroughness, the chapter on McKeen motor cars fills 12 big pages, including 29 photos, many rare, and there are 48 solid pages of detailed locomotive rosters of the UP itself and the various roads it absorbed.

Both authors come from railroading families. Harold Ranks, a leverman in UP's Council Bluffs tower, boasts a 3000-book railroad library, one of the nation's largest, while Bill Kratville owns a huge collection of railroadiana.

LOCOMOTIVES OF THE PENNSYLVANIA RAILROAD, 1834-1924, by Paul T. Warner, 80 large pages, illustrated, Owen Davies, 1214 N. LaSalle St., Chicago 10, Ill., $3.

We predict this book will sell out fast because: (1) PRR led the world in developing the steam locomotive, (2) the story is comprehensive, detailed, with many specifications, (3) illustrations are really good: 139 photos. 25 drawings, old prints, and (4) Paul Warner was an editor of the old *Baldwin Locomotives* magazine, from which the story, originally serialized, is reprinted—a fact which ensures its accuracy.

THE NEW JERSEY SHORTLINE RAILROADS, compiled and published by Howard E. Johnston, 422 Tate St., Plainfield, N. J., $1.35.

Shortline fans will snap up this 20-page booklet, illustrated with 40 photos of oldtime steam locos and cars, plus other pix, on 15 roads, some now abandoned. Johnston is president emeritus of North Jersey Chapter, NRHS, author of *The Rockaway Valley Railroad.*

THE FIRST QUARTER-CENTURY OF STEAM LOCOMOTIVES IN AMERICA, U. S. National Museum Bulletin 210, by Smith H. Oliver, a curator of the Museum, Smithsonian Institution, 112 pages, illustrated; Supt. of Documents, Government Printing Office, Washington 25, D. C., $1.

Supplementing our recently-published list of "Steam Engines on Display," this book presents in factual details and pix of many still-extant old locomotives and operable relics plus a catalog of loco models in U. S. National Museum.

HARRY BEDWELL: Last of the Great Railroad Storytellers, biography by Frank P. Donovan, Jr., introduction by Robert S. Henry, 135 pages, illustrated, Ross & Haines, Inc., Minneapolis, Minn., $3.75.

To be reviewed in our next issue. ●

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Hugh Grey, Editor

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Delbert Merz—State Game Service

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Durwood Maxon—U.S. Forest Service

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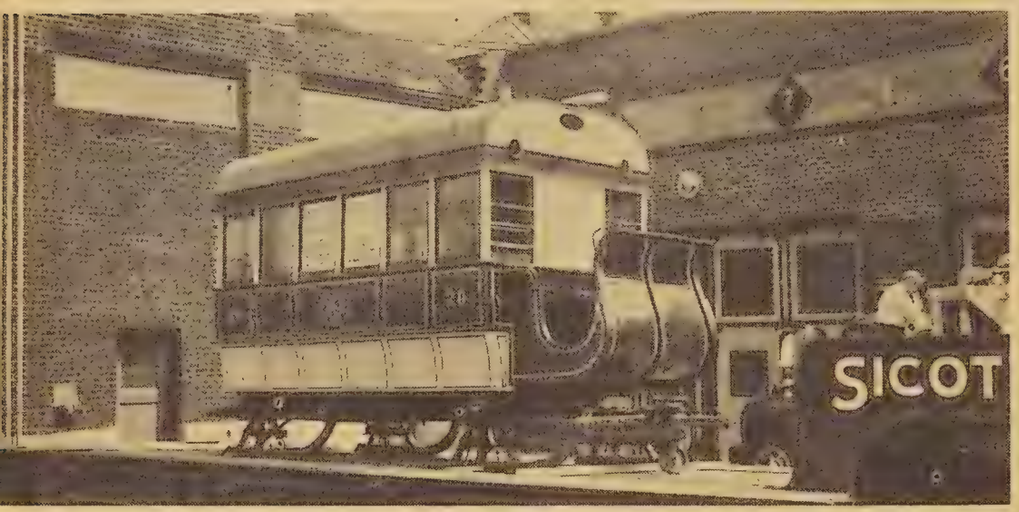
NORTH AMERICAN SCHOOL OF CONSERVATION Dept. D-41, 1038 S. La Brea Los Angeles 19, California

Montreal streetcar parade last Aug. 30 ended 67 years of electric railway service. We see cars Nos. 3517, 8, 274, and 200 at Mount Royal barn before the parade.
Four pix by Steve Maguire, 1411 River Rd., Belmar, N. J.



Passenger sled from Montreal Transportation Commission museum collection.

Here comes one of the popular observation cars knows as "golden chariots."

An historic oldtimer, No. 350, the first electric tram to run in Montreal away back in 1892, precedes PCC car No. 3517 into the barn as the parade ends.

Steve Maguire's TRANSIT TOPICS

SPECTACULAR success of the Boston Metropolitan Transit Authority's new Highland line to Riverside, Mass., has encouraged transit officials elsewhere and is stimulating plans for a somewhat similar extension in Philadelphia, Pa., reports Elliot Block. The City of Philadelphia will build a $780,000 high-speed surface route, 9 miles long, to connect the Eastwick section of Southwest Philadelphia with the central business district via the old Woodland Avenue trolley-subway route. It will serve the International Airport also, using part of the present 36-PCC-trolley route to Island Road and three miles of private right-of-way.

Steve Maguire

The City itself will build the line, possibly completing it by 1963, but will lease it to the Philadelphia Transportation Co. for operation.

Although the new Boston MTA route carried only about 1000 riders daily while the Boston & Albany RR. was operating it, the figure climbed to over 30,000—three times what MTA had anticipated—as the result of connection into the Boston subway, adequate parking facilities, and a low (20¢) fare for the 11-mile ride. To avert a serious car shortage, MTA bought some PCC's from Dallas, Texas, and it has hired more than 50 new motormen, reports Norton Clark, 29 Richardson St., Newton, Mass.

In the area served by the Highland line several bus routes have lost patronage, particularly the now-misnamed Middlesex & Boston Street Ry., which used to be a trolley road.

MONORAIL plans at New Orleans received a setback after a struggle over recommendations for building a 15-mile line between downtown Canal Street and the city airport, we learn from William Harris and D. J. Toye.

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Wouldn't you be happier with a job that not only is secure and highly paid, but also offers a splendid opportunity to go in business? The fast-growing refrigeration and air conditioning industry meets this requirement. It can use 20,000 newly-trained mechanics every year. *It needs you.* Refrigeration is so widely used in the home, in industry, and in transportation, that opportunities exist almost everywhere. You may become established right in your own community. For complete information on how to get into this lucrative field, fill out and mail coupon.

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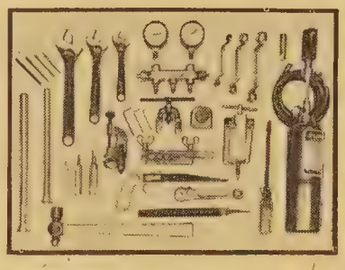
As in anything else, there are short-cuts to getting ahead. In the refrigeration field, the short-cut is CTI Home Training. There is no other training like it. Only CTI home study is *practical*. Only CTI sends all parts and tools to build the condensing unit illustrated at right. You run many experiments—go through the trouble-shooting and repair techniques you'll encounter on the job.

How CTI students earn money as they train

Many students, after a few lessons, earn extra cash by installing and fixing refrigeration and air conditioning units. Some work evenings and weekends for local dealers; others establish service routes which include restaurants, motels, meat markets, supermarkets, etc. This is possible because CTI training is *practical*—equips the student to do field work. CTI training can pay its way—start you in business while you're still a student! Others have done it. You can too!



You gain experience as you train, because you learn by practicing. You get mechanic's tools and special equipment (left), as well as all parts to assemble a heavy-duty, commercial-type, ¼ h.p. condensing unit (above). Then you can build a refrigerator, air conditioner, freezer or milk cooler.

PROOF! Read these letters from CTI men

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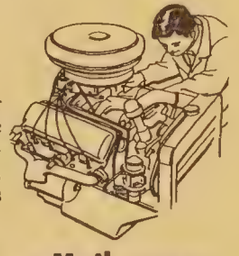
New auto air conditioning field is loaded with business opportunities



Each year over 500,000 autos are equipped with air conditioners. Experts say the figure should double in a few years. There's a severe shortage of technicians. Strong need in many areas for repair shops, too. Sell, install and service auto air conditioners for top profit! Go in business for yourself.

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No. 540 of D. C. Transit has just crossed one of the eleven bridges on the now-abandoned Cabin John line.
Steve Maguire

The forces of Mayor Delesseups Morrison failed by a 4-3 vote of the City Planning Board to grant a franchise. The issue hinged on a favorable engineering report by Colonel Bingham of New York.

As a result, some trolleys that have been used already for nearly 40 years will continue to run on downtown streets. One criticism of the proposed monorail system is that it would destroy the city's "boulevard beauty," including Canal Street, where the trolleys run between lines of palm trees recently erected.

WE DON'T KNOW whether or not monorail is still in the stage the electric trolley was back in 1885 just before Frank Sprague made his successful installation at Richmond, Va. We do know that large aviation companies such as Lockheed, Vickers, etc., are interested in it primarily as a means of getting plane passengers in to mid-town city locations without the great loss of time resulting from riding bus connections through the city.

Just recently, a grandiose scheme for a 600-to-800-mile monorail system at cost of $800 million was submitted to the Los Angeles MTA by Thomas J. Lupo, who also headed the monorail interests in New Orleans.

As spokesman for Dr. Axel Wenner-Gren, international financier, Lupo proposed the gigantic undertaking at no cost to the city and offered to give MTA a percentage of passenger fares in return for a franchise to build the routes. In this plan, the first line built would connect downtown Los Angeles with the International Airport. Then would follow construction of freeways to San Bernardino, Laguna Beach, Pasadena, and Burbank, almost a revival of the old Pacific Electric system but on overhead monorail.

Some objectors say the plan would remove local control.

END of streetcars in Montreal, Canada, came last Aug. 30. The busy downtown Papineau and Rosemont routes were converted to buses, thus completing an era of electric railway service that began Sept. 12, 1892, when trolley No. 350 made its first run, replacing horse-drawn cars.

Your *Transit Topics* editor journeyed to Montreal to witness the farewell parade of more than 14 trolleys, including the open observation cars that for many years had toured Montreal streets. In the procession were cars of various ages from the historical collections of the Montreal Transportation Commission and the Canadian Railroad Historical Association. We saw old single-truckers, the first Birney, and other types used in 67 years of operation.

The assemblage of *operating* old-timers was something of which no other transit line in North America could boast. MTC is the only company that retains its first electric trolley. That car, followed by PCC 3517, the last car purchased by the company, rolled at the end of the parade.

Sidewalks were thronged four or five deep with viewers taking their last look at cars in service. We cannot recall so much enthusiasm shown at any other last-run celebration. The crowds burst into applause again and again as the cars passed by impressively on their six-mile route.

At first we had sunshine, but before the parade ended there was a heavy shower. We had left the car we were riding, in order to take pictures of the dramatic scene, but while rain drenched the city we were ensconced in an observation car, a "golden chariot," under a tarpaulin which the conductor put up in the rear. Even so, we were soaked to the skin. It was a day to remember!

The French-language Montreal newspaper *La Presse* published a well-illustrated 8-page rotogravure section in its Aug. 29 issue, including a full-page color photo of PCC car 3517.

ANOTHER once-popular trolley route, the 10-mile Cabin John line of District of Columbia Transit, was abandoned recently, giving way to a bus route, with a small portion of the 6-mile right-of-way converted for highway use. This was one of the last trolley lines in the States or Canada that could take you to an amusement park (Glen Echo Park). Its track on the north side of the Potomac River crossed 11 separate trestles.

Attendance at the Park has been dropping. Besides, many patrons go by auto. Hence, after 65 years of service, America's last long suburban trolley line is no more, report H. H. Diers and George B. Wendell, Jr.

NEW YORK'S subways, operating to capacity and with the best efficiency in years, are plagued with occasional breakdowns of equipment and signaling devices, many a half-century old. In a recent request by the N. Y. City

Merwin E. Soyster, 8156 Nestle Ave., Reseda, Calif.

Retired interurban equipment at Santa Fe depot, Perris, Calif.: No. 1546 carried SP commuters of Oakland Bay area, then served Pacific Electric and finally L. A. Metropolitan Transit Authority. Coupled to her is old Key System 2-unit train.

Transit Authority for $772 million for the next two years, Chairman Charles L. Patterson said 540 cars were so obsolete that they must be taken out of service next year and cannot be replaced unless new ones are ordered.

For example, of the 1763 cars running on the BMT division, 100 were bought between 1904-'08, 950 between 1914-'15, and 500 between 1927-'37. Unless NYCTA gets the $293 million it needs, frequent breakdowns are likely to continue on the IRT and BMT divisions. Already large-scale cannibalizing of old cars is going on to keep the trains running.

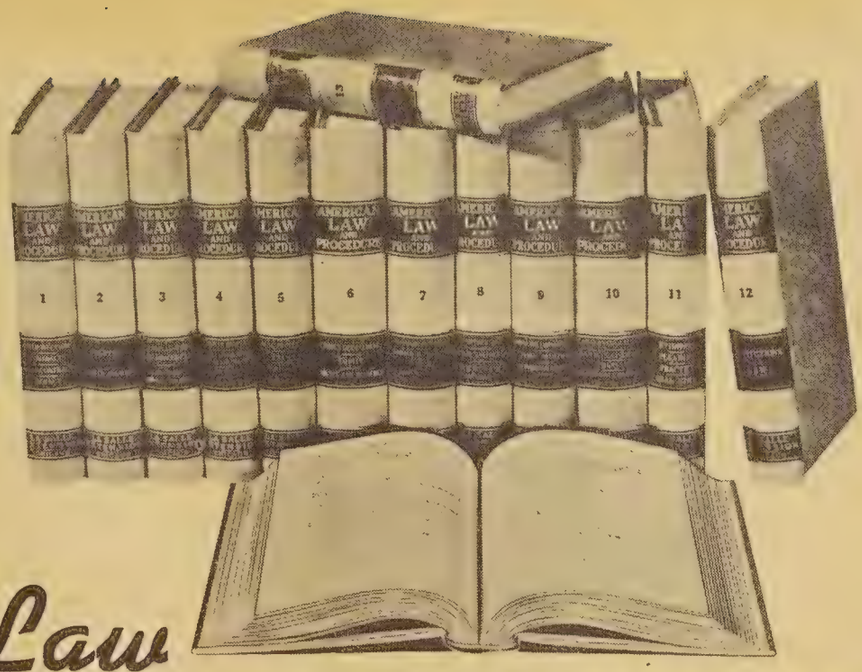
HOW can the Hudson & Manhattan, the only rail line with two separate routes connecting New Jersey and New York, be so hopelessly insolvent, so unable to attract more passengers, and have such poor employe relations?

The H&M, whose history we wrote in our Nov. '47 issue, still remains under trusteeship with little hope of getting on a paying basis. In 1957 a New Jersey commission recommended a $400,000,000 rapid-transit system connecting New Jersey with the New York subway system, but completely ignored the H&M line and its entries to New York City.

More recently, Governor Robert Meyner of New Jersey brought forth a new plan for linking New Jersey with Westchester via New York City. He would connect the H&M with existing subway or rail lines uptown as far as Westchester County, based on an extension of H&M from its 33rd Street terminal to Grand Central Station, using the Times Square shuttle tracks.

H&M was originally intended to reach beyond its terminus close to New York's Penn Station and to connect at Grand Central Terminal with the New York Central and New Haven roads. Built a half-century ago, the line has serious limitations in clearance, very sharp curves that limit equipment to 50' cars, and other unrealistic features that prohibit any high-capacity transit equipment from running on its rails to connect with New York's subways.

"It was never intended that the H&M should stop at its present terminals, and as it now stands the road is badly overcapitalized," says Charles J. Lietwiler, a transit consultant of Bethesda, Md. "There are too many dollars sunk into each mile of track to be supported by revenue. This high invest-



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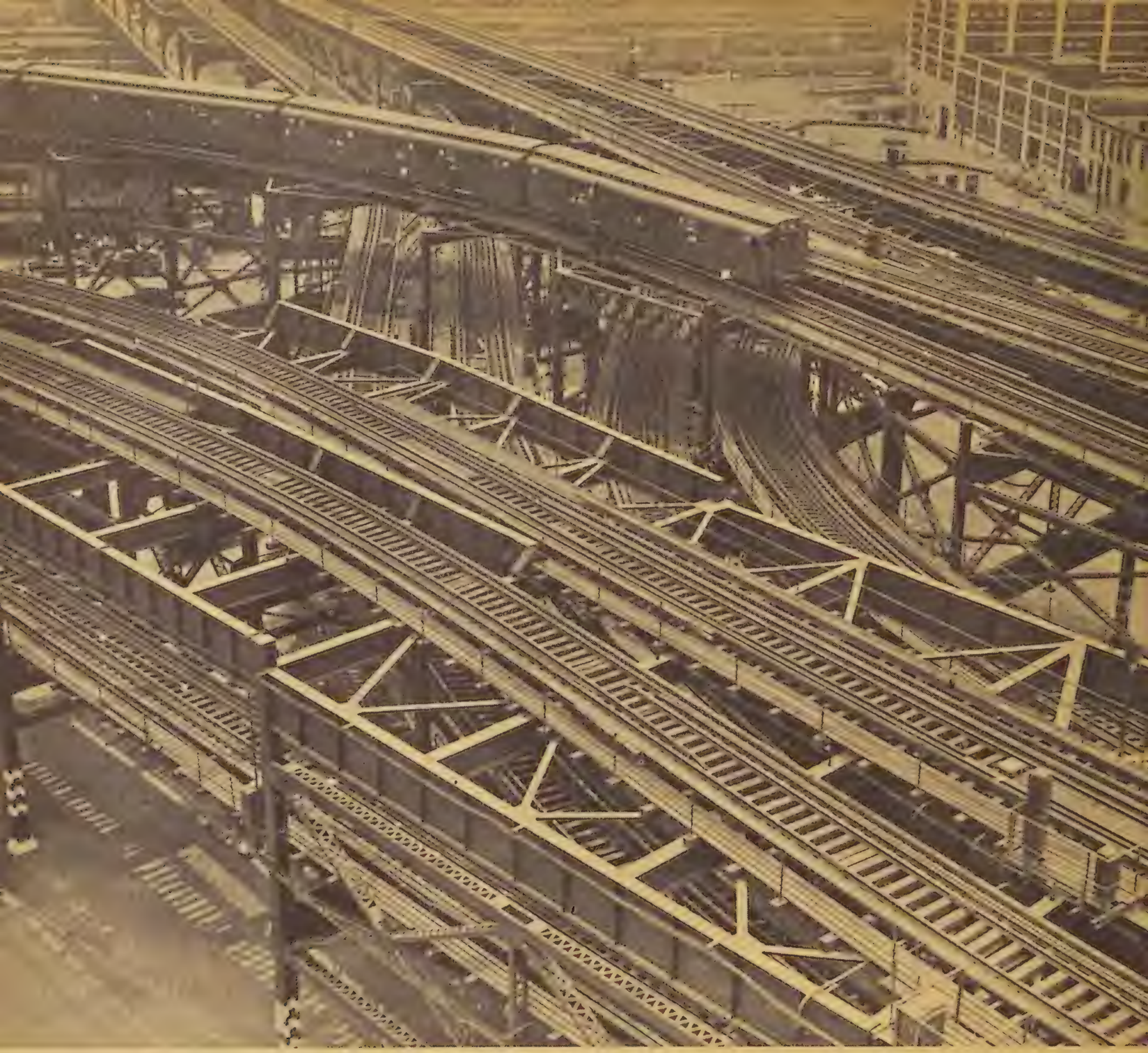

New York City Transit Authority tracks just outside Queens Plaza station. Daily operation of city's 9,000 subway-elevated trains carrying 4,500,000 passengers represents the nation's greatest rail-ton mileage and highest rail-traffic density. Sperry Rail Service, Danbury, Conn.

ment in the underground tube area should be balanced by extending the line out into New Jersey and thus bringing the average investment per mile down to a reasonable level.

"As a connecting link, the H&M depends heavily on transferring passengers from commuter railroads. When these roads reduce or abandon service, H&M loses riders to the highway.

"The ICC decision that H&M is a steam railroad has enabled the union to enforce all of the featherbedding practices found on first-class railroads. If this did not exist, H&M's current operating loss probably could be wiped out.

"The Pennsylvania Railroad's fare-splitting arrangement with the H&M is grossly unfair to the transit line. Because it runs over PRR tracks for two thirds of the distance between New York and Newark, the Pennsy takes nearly that percentage of the fares.

"Without the line running into the New Jersey suburbs to pick up traffic, most of its riders have to pay a fare to get to the H&M, another fare on its line, and then a third fare on the New York subways, which is just too inconvenient for the average commuter."

The line has no freight service. We invite suggestions from readers on how to make use of the H&M, if possible, in any rapid-transit program.

A BRIGHTLY-COLORED postcard showing Colorado's last passenger cars (a Fort Collins streetcar and a Golden-Denver interurban) may be bought for 5¢, plus self-addressed stamped envelope, from Colorado Railroad Museum, P.O. Box 641, Golden, Colo., a museum well worth visiting.

ANOTHER effort in the Philadel-

phia area to get commuters and shoppers into trains and transit vehicles was launched last fall under the title *Operation Northeast*, following the success of a similar plan in northwestern suburban Philadelphia.

According to Dick Short, a Reading Co. employe who lives in Merion, Pa., the new plan coordinates the Reading's Fox Chase line with PTC buses for a fast downtown route at low fares, subsidized by the City of Philadelphia. For this the Reading collects a straight 30-cent fare, while a combined rail-bus 40-cent fare is charged for the downtown ride. If increased traffic warrants it, the Reading will run 44 more rush-hour trains on its Fox Chase line.

THE WORLD'S first passenger railroad is about to end service over its 6-mile track in Wales between Swansea and Mumbles. Despite a petition signed by 14,000 people, Parliament has given permission to abandon this historic line. Originally, in 1807, the passenger cars were horse-drawn. Steam ruled for many years later. Then, 35 years ago, the road was electrified with double-decked MU trolleys.

Members of the Light Railway Transport League and union officials opposed the abandonment.

TEN beautiful colored views of old-time trolley and interurban cars taken from old advertisements in traction manuals are offered for $2 per set by Frank C. Dodge, Jr., 25 McKown Rd., Albany, N. Y. They are on 6x9" heavy glossy paper. The back of each carries a line drawing of car trucks.

THIRTY PCC cars owned by Pacific Electric, formerly used on the Glendale-Burbank line, have been sold to the General Urquiza RR., an interurban line at Buenos Aires, Argentina, after being stored in the Los Angeles subway for nearly three years.

Previously, the Buenos Aires line had purchased older cars from PE, including 1100-Class interurbans and center-door 5050 types, now in general use on their lines.

PRINTER'S error in Dec. issue: ERA is 25 years old, not 125.

This October correction comes from Arthur C. Davis, Reseda, Calif.: "Cost of Norail System at $1,500,000 per mile would be $31,500,000 to build 21 miles from L.A. to Long Beach, not $3 million as stated." ●

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$1400 from Outdoor Life

"Sold an article on hunting to *Outdoor Life* for $400—that makes $1400 from them, plus two stories to *The Trapper*, and several to other men's magazines. The time I put on your course was the most valuable I ever spent."—*Ray Beck, Knox, Pa.*

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Desert Job

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Bright Memories of His Youth Pervade Eddie Sand as He Picks Up Where He Left Off Many Years Ago

by HARRY BEDWELL

A WINDSTORM was coming up in the desert. Eddie Sand felt the quiet sharpen till it tingled. Then the distant block lights faded out in a dense curtain. Wind veering from the mountain wall fell upon the wasteland in heavy gusts and the little station at Gravity, on the Southwestern Pacific, shuddered under its blows that night.

Gravel rattled on the window screens; fine sand billowed into the room. Dust arose in a thick stinging blanket and blotted out the face of the earth. Wind roared and whooped.

At times like these Eddie thought ruefully of Wallace Sterling, his heavily-built boomer pal, like himself a keen telegrapher and sometimes a train dispatcher. He'd left Wally back home on the ranch they owned jointly. Life was easy there, time stood still, and Wally had been of a mind to loaf.

Right now, Eddie decided, the big clown was playing around with a black-eyed Mexican *señorita* and quaffing tequila and catching up on his sleep. On the ranch, you didn't have to worry about such things as sandstorms tying up a railroad nor top-priority trains like the *Honkey Tonk*, loaded with secret material that the Pentagon wanted to rush across country to the New York waterfront for shipment overseas.

He clamped on the headphone. It sounded as if a boiler factory had moved in on the wire. Voices flitted through a vast tumult—you couldn't distinguish a word above the clank and thunder.

Sand sifting onto the window ledges crept across the telegraph table in a gray sheet. The lamps flickered and smoked. Eddie held the receiver close, trying to catch any word that might break through.

A dispatcher was helpless with his wire out. Most of those rolling trains would eventually have to stop and wait till the wire was restored and the DS took command again. Scheduled trains would run out their rights and then crawl into a passing track to await further orders.

Soon the district would snarl up and stall. The aggressive skippers would keep edging forward, fumbling through the storm and the opposing traffic, sending out a flagman on foot and creeping after him, or putting him on a superior train that went around them. Cautious crews would get into the clear and wait till linemen had reopened the wire.

The *Honkey Tonk* had been made superior to all other trains. That was a smart long-view operation. She could plunge through on what she had, but her schedule would be depreciated wherever she met the boiling dust clouds.

An important part of Eddie Sand's duty that night was to see that the *Honkey Tonk* met with no delay on his division. The first-trick operator, Louis Clayton, had offered magnanimously to sit in for him till the *Honkey Tonk* had gone through, but Eddie had said he'd rather handle it himself.

The racket on the dispatcher's line made Eddie's head ache. He pulled off the headphone and rubbed his ear. A familiar sound trickled into the wind. He had to trace it to its source through the chaos that had been dinned into his mind.

Resolutely he banished all thoughts of the ranch and Wally with the sloe-eyed *señorita*. He had a job to do here on the Southwestern Pacific. Old habits and practices began to flood him with confused memories.

The quiet chatter of Morse wove a persistent pattern. The little brass tongue of the sounder in its hooded resonator, undisturbed by foul weather, clicked cheerfully, making call letters' "GR, GR, GR, DS."

You couldn't get it all at once through the crowding recollections of the restless past. But old instincts came to the top and Eddie was again on a telegraph job.

"What the hell's happened out there?" the brass tongue snapped.

"The wind cut loose and kicked up a dust storm," Eddie flashed back. "It's so thick you can't see even the block lights."

"That phone is done for," the dispatcher rapped briskly. "I wonder how many Morse operators I've got on the line?"

He made the sounder sputter an impatient call to attention. Falcon came on, and The Nettles. Then Mica and Thistle and Index. Eddie wondered how the dispatcher had known beforehand that he was a Morse man and had called him first.

"All you ops who have section gangs and signal maintainers and linemen at your stations, call them out on patrol," the DS ordered. "Get 'em going right now. Then come back and stand by your keys."

He was sputtering the sounder again, trying to raise more operators, as Eddie went through the doorway and ducked head down into the choking blasts. Wind gathered momentum from throwing its weight across the long flats. It ripped the broken surface of the desert into boiling clouds that thinned and swirled in the pauses between gusts.

Eddie had to pound on the Mexican section foreman's door to awaken him; but there was a light in the signal maintainer's house, and the maintainer was already up and opened the door as Eddie rapped. He tucked his head into the high collar of his leather jacket against the sand blasts.

"It's good we've got a railroad track to keep to." He raised his voice. "If you wandered a hundred feet from the right-of-way and got lost in this storm, they might find you ten years from now—and again they might not."

The man pulled goggles down over his eyes, plunged across the main line to his tool house, and dragged his little motor-car onto the passing track. He shoved it forward till the motor took hold in flat explosions. Then he leaped aboard and vanished in the rolling dust. Block signals would be fouled; he'd have to patrol until the storm subsided. Nobody knew when that would be.

DUST hung in the office and dimmed the smoking lamps. The dispatcher had called in the last of his available telegraphers. Only nine of the nineteen train-order stations had veteran brass pounders able to handle Morse. The remainder could work only on the telephone and were now helpless. The DS had to keep the trains rolling with less than half his points of contact with traffic, and was working desperately.

Morse mechanism, far less complicated than the telephone apparatus, would withstand a harder beating. The glib sounder wove a bright sustained thread through the wind. Eddie reported that the section gang and the signal maintainer had gone out on patrol.

"Nine should be at you at 11:25," the dispatcher snapped. "I want to mail an order by her to the extra west that's held up at Active. Copy seven."

The old typewriter laid its curse on Eddie. He rolled in a set of forms quickly to catch the order winging from the wire, but the machine wouldn't be hustled. It gouged tissues and carbons. Grimly he reached for a new set and inched them into place.

That dispatcher was fast. He wasn't using a bug either, with its bell-clapper bang. It was clear, rapid stuff, long ago familiar, and it was way ahead of Eddie by the time the boomer had got his forms fixed in the mill.

Working at a speed at which he could catch up, Eddie hit some wrong keys. In a rage he had to break and ask the DS to repeat. You could tell by the tone of his send, as he went back over it again, that the DS was surprised and saddened by this interruption.

"Copy five more."

The dispatcher had to put the full load onto the nine brass pounders, and he poured it on. To keep up with the pace he set, you had to get those orders down right the first time and have them all sorted and ready to hand up when the train approached. Breaking cut into the scant seconds the dispatcher had to work with.

Eddie blazed wrathfully. The next order came out of process with weird spacings and lines that ran off at odd angles. A faint moan trickled in through the booming wind.

"Nine's coming," he broke in.

"Okay. Clear 'em up. And make a message for the eagle-eye to throw off to the signal maintainer between Gravity and Falcon, that block signal 1924.6 is out."

Eddie slammed down the message

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and sorted Number 9's orders out of the confusion on the telegraph table. They were quite a mess. Legible, but it would take more time to read them. Not up to the standard set by the rules, and Nine's engineer would have the right to refuse to proceed. Yet he couldn't mistake their intent, and it would take wide-minded men to keep moving through this storm. A good runner would go on them.

The boomer hung the orders, turned on the little spotlight, and held the hoops in place against the wind pressure. Nine nosed in out of the sand-blast, her headlight barely visible a thousand feet away. She passed at 25 miles an hour. The fireman dropped a hoop with a message in it to the dispatcher.

Number 9 had been held up by sand drifting across the line at Canary. A section gang had arrived and shoveled them out. They'd had to flag a red block. They'd told the maintainer about it when they met him at Clay Pots. Number 9 couldn't average better than 20 miles an hour.

SOME of the crews, with their trains stalled for orders at stations where the operators couldn't telegraph, were using their heads. A waterfront manifest persuaded the maintainer to flag them into The Nettles. The skipper of a livestock train went into Index ahead of Number 43, using her rights.

"Copy five," the dispatcher sent, then paused. "Doesn't my Morse come in clear to you?" he inquired.

Eddie felt the hot red crawl up the back of his neck. "You come in all right," he conceded sullenly.

Once he'd been able to loaf and loll through occasions like this. They couldn't crowd them on too fast. This setup was comical. Anything he did wasn't quite good enough. He bungled.

"It's a job, trying to guess what that wind will do to the schedules," the dispatcher pointed out.

He could be cool while his district was being shot to pieces and he had to split the seconds making new dispositions on every bit of fresh information that crackled in.

"You want me to slow down?", he inquired.

It was like a slap in the face. This hadn't happened to Eddie Sand since the days when he was a young and scared ham.

The op had learned his craft, he was good, and he'd readily admit it. But they were sure taking it out of him now. He'd have to stick his tail between his legs, go back to the ranch, and admit to his friend Wally that he was just no damn good any more. And take the scorching Wally would give him!

The office door opened and the wind slammed it shut. Louis Clayton, the first-trick operator, strode across to the telegraph table. He was slightly pompous, even though he had only learned his craft at a telegraph school, better known as a "ham factory."

"What's the matter here?" he demanded. "Are you tying up the railroad?"

"Seems so," said Eddie.

"Then you'd better let me take over."

With a mischievous glint in his blue eyes, Eddie stood up. Clayton dropped into the chair, clamped on the headphone, listened and blinked.

"It's out," he said glumly.

"It sure is. You'll have to use Morse."

"Morse?" Clayton's startled eye turned to the key. "Has he been dispatching trains by telegraph?"

"Yeah." The boomer nodded. "The dispatcher just had me on the pan."

"A-a-a-h!" Clayton breathed. There was satisfaction in the look he flashed under an arched eyebrow. "So you couldn't take Morse? Well, I didn't think it necessary at the time, but now I can see why they insisted on our learning the code. They said Morse was more reliable."

He opened the key and gripped the knob firmly. He began in a dubious, jerky send, breaking himself, repeating, hammering it out.

"This is Clayton, first-trick man," he pounded, "at Gravity."

He spelled each word in full. He didn't know the cut stuff, the abbreviations to every word which telegraphers use in gab. Eddie closed his eyes in pain.

Like an outraged flash of lightning the sounder spat back: "What in hell are you doing here? Where is DY?"

That was Eddie's own personal sine. All ops had individual identification letters, the same as stations had. They used their sines as signatures to acknowledge receipt of messages or to make themselves known on the wire. But a sine isn't used in sending or receiving train orders. Eddie hadn't given his to the dispatcher and he wondered vaguely how that gent had known he'd been working as DY.

Sluggish thoughts percolated through the gloom. Eddie had felt all evening there was something familiar about the DS but had been too busy to probe into the matter. Then, suddenly, the sounder almost shouted:

"Eddie, for God's sake, what's going on out there?"

IT WAS a clear voice out of the old careless days. The booming gusts and the rattle of sand on window screen faded out of his mind, while bright pictures flickered in . . .

Little, old, battered, telegraph stations under the eternal frown of dark peaks, with Moguls stamping solemnly on the grade. Headlights along the glittering ribbon of steel, crowded close under the bluffs, with river smells heavy in the night.

Restless lights and ceaseless turmoil of great terminal yards. Lonely tricks at the tag end of night, when the stars died quietly and the gallant challenge of a hotshot was flung across the high prairies to salute the dawn.

A hand reached for Eddie Sand out of those bustling years. Time rolled up like a curtain.

The rare spice of that life had been when Wally Sterling had called him on the wire from some remote place to arrange their next meeting, likely in a yet more distant spot. Or when the big scamp unexpectedly caught up with him again, walked in, and placidly resumed an argument begun six months before and far away.

Now, that was Wally up there at the dispatcher's table, high in an office building 200 miles away, calling him in from across the blustering desert. He'd sensed it all evening.

Eddie slipped the catch of his lunch kit. He didn't have to think. He was in the old groove. He had carried the stylus in his lunch kit ever since he'd come to Gravity. It had once been his entire working equipment. His hand dipped inside the metal box and the long stylus slipped into his fingers.

Time became entangled and was mislaid. The clock turned back. He picked up the cantankerous old mill and stowed it away in the dark where even the sight of it wouldn't disturb him. Then he slid into the chair, and by that act dropped back into the routine that had long ago been instilled into him.

He kicked open the key with an eager middle finger. "Okay, Wally. This is DY. Let's go."

"It's time you came to life," Wally flung back. "Hang on tight. What's that storm doing now?"

"Still blowing her head off."

"Ho-kay." Wally made the sounder race. "You know damn well I can't use hams, so you stick till I tell you to go. All the brass pounders will have to stay on till this clears up. And so do I. The chief says so. Copy five. You and—" He had to pause and search the sheet for the next available telegrapher. "You and RA. RA," he called. "RA, DS."

"RA," the sounder shot back.

THE OLDTIMERS, the gang with silver in their hair, gold in their teeth and lead in their pants, took over the district then, and they ran it till the storm withdrew.

You could feel them like a personal contact, out there along the line in their lonely stations, blasted by wind and sand. They were quick to respond, fast at getting the orders down and repeated. A hard-bitten crew that knew the answers.

The DS didn't have to make his queries or directions elaborate. No lengthy explanations. A clipped word or two gave them the picture.

Eddie loaded a pad of flimsies with carbons and slipped in the metal backing. His hands moved with thoughtless precision. The stylus fitted lightly in his grasp. It didn't stumble or mangle tissues. The order flowed from under his hand in clear black script.

Clayton was standing by, morose and suspicious, far from Eddie's consciousness. Eddie was back among that breed of boomers who knew every trick to keep the traffic moving. The days of his youth had returned.

Number 5 showed at a moment's lull in the windy gusts. Block lights winked through the dust curtain. Wally crowded in a last order for her, and it was exhilarating to race to get this down. The thin stylus looped in the words and figures. Eddie got them wrapped up at the last second, and the crews snagged the hoops from his hand at Five slammed by.

"Didn't she drop a butterfly?" Wally asked when Eddie had OS'd her, referring to the messages that are tossed off swiftly-moving trains.

"She went by during one of these gales," Eddie replied. "If she dropped one short of me, the wind took it."

Wally poured it on. With the wind tearing the desert into brittle shreds, you never knew what the trains would encounter in the long stretches between the few order stations that were left him. He was making his moves on insufficient data, trying to outguess the storm, digging freight trains out of blind sidings, switching meeting points, revising schedules, all this with half of his contact points out of service.

And always with an eye on the progress of the *Honkey Tonk*, he moved the opposing schedules against her just far enough not to delay her, giving the slower trains in the same direction all he could to run ahead of her as far as they dared.

"Copy three. HD, make it five. And head 896 into the short siding, even if you have to crack a fusee and run all the way down to the east switch to stop her. Don't let her up the main."

The *Honkey Tonk* had lost a bare five minutes at Tamerisk. Those tough old runners had orders to make the schedule, and they were challenging the storm with all the power of their big Mallets. There was no telegrapher at October. She wouldn't show again until

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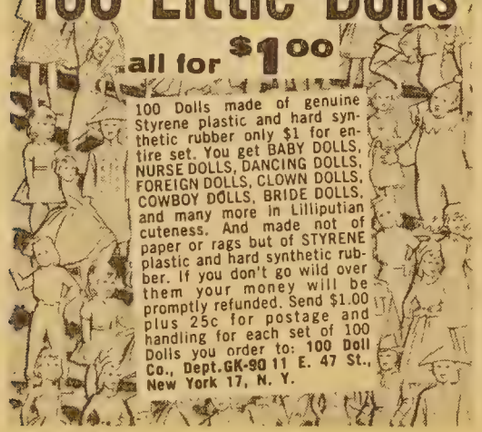

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she reached Gravity. Extra 2326, scurrying for her home terminal, followed the *Honkey Tonk* out of Tamerisk.

A MALLET locomotive, running light, was in the hole at Retreat and she'd now have to stay there till the *Honkey Tonk* and the 2326 cleared her.

It wasn't good to delay badly-needed power, but you had to balance that against stabbing the *Honkey Tonk* and holding up the local, now close on her sixteen hours, and having her die on some desolate blind siding. If she died he'd have to send a crew to patch her, and the DS didn't have a spare crew. Both man-hours and power must be hoarded.

The telegraph instrument hushed abruptly. Over there on the Pacific Coast in the quiet of the brightly-lighted dispatcher's office, Wally would be scanning the train-sheet critically, checking the schedules across his district, estimating the moves ahead, awaiting more reports. The big clown was sure putting on a show.

The hands of Eddie's watch, swung from the resonator, slid inevitably across the dial. The *Honkey Tonk* was ten minutes off schedule. Ten more minutes backed off into the past. He peered through the whirling blanket for glimpses of the west block light.

Six minutes more walked from the dial, and then between gusts the dim spot of light peering through the vast confusion slipped from green to red.

"Coming west!" The boomer made the sounder chant his relief.

"That's the old *Honkey Tonk,*" Wally answered quickly, adding with caution, "I hope." He paused for an instant check. "She's got everything there is on this railroad, so let her go. No more for her."

A HEADLIGHT drifted in through the disorderly darkness. A whistle yelled four times as the cloudy disk moved in on the station.

The fireman, his cap pulled down to his eyebrows, leaned from the gangway. The numerals in the lighted indicators beside the snarling stack came out dimly in the misty headlight gleam—X2326.

He peered harder in the second they were visible, but he couldn't change the figures. This wasn't the *Honkey Tonk;* it was the local. The ashcat stooped and tossed a hoop at Eddie's lantern.

Eddie disengaged a wad of paper from the catch. Under the dim lamps he puzzled over the engineer's joggled scrawl. The hogger had written the message on the backs of three large forms as he bounced along. Eddie deciphered the note as best he could while he sent it to Wally.

Dear Dispr. The *Honkey Tonk* is stalled on the main iron between switches at October and she's putting all trains around her through the pass. She just did make it to October, thinking the op there would tell you what the trouble was and send help. But that op can't use anything but the telephone and it ain't working.

The head engine is running hot pins and she won't steam at all. She's tired out. *Honkey Tonk* can't move till she gets another one to replace the cripple. I'd give him my engine but she aint big enough. You got to send another Mallet to move her against this wind, which is hell. Evans, X2325W.

They were in a hurry to get that trainload to the destination. They'd scheduled her run to the last second and they'd given her the railroad. Now she faced a serious delay. It would take a lot of time to dig up the power to replace the dead Mallet and move her to October.

Wally sent quietly: "That light engine still holed up at Retreat?"

"Yeah," Eddie answered, "but she's likely half buried in sand."

"Does the highway run anywhere near the main line at Retreat?"

"Highway? It's a stretch of ruts and chuck holes, mutilated by trucks and covered with sand."

"Lood, kid." Wally showed the authority of a big brother. "We've got to dig out the *Honkey Tonk*. Just a couple of the best of us. That light engine at Retreat is a Mallet that'll fit into the place of the busted one. Send her word to go on down to October and tie in."

EDDIE felt chilled all over now. "If he had a two-way radio outfit, it'd be easy," he said.

"But he hasn't," Wally offered. "So I guess you'll have to wind up that automobile of yours and bustle on down to Retreat and get her moving."

"In this storm?" Eddie made the sounder yell his protest. "Listen, fella! That road is barely passable in good weather. Right now the air is so thick you couldn't keep it in your headlights. And if I got off the road as much as six yards—well, figure it out."

"I know, kid," Wally cajoled, "but

the job's got to be done and you're the only man who can do it. Get over to Retreat, move the light engine down to October, and start the *Honkey Tonk* on her way."

His hand flashed to the key with a hot protest. But he didn't touch it.

"There's a brass collar standing here beside me," Wally went on. "The *Honkey Tonk* is hot stuff tonight."

Eddie's mind took hold then. "Want to give me a train order, or a message to the hogger as authority?"

"Hell, no!" Wally blew, impatient for the first time. "You've got all the authority there is. Move the *Honkey Tonk* if you have to sign the name of the president of the Southwestern Pacific to orders to put them across."

"Ho-kay!" his comrade flipped back, the old arrogance in the snap of his send. "I'll move her!"

Clayton was still prowling in the outer gloom. It took a mental contortion for Eddie to bring him into focus.

"Okay," he nodded at the first-trick man as he went out the door. "You can protect from here on out."

Wind slapped his face with a hatful of sand as he ducked across to the tie garage. He checked his gas and oil and the radiator, saw that the water bag he always carried in the desert was full, and noted the mileage on the speedometer.

The headlights didn't penetrate except when it thinned a little between gusts. Eddie had to feel for the rutted roadway.

By the timetable it was 5.1 miles to Retreat. After he'd run out five miles on his speedometer, the boomer stopped for a survey. The main iron was off there to the right, a half-mile from the road. When the dust cleared somewhat he tried to see the lone engine's firebox or the glow of markers but he couldn't raise a gleam.

Those mammoth Mallets in the light of day looked as big as half outdoors. This evasive one, however, seemed to be tucked away in some minute dark crevasse like a reluctant beetle. The operator explored afoot.

He decided he didn't have on enough clothes for proper protection against that cutting wind. If he ever came out of this one he sure could tell them how it felt to be sandblasted. A giant cactus flicked him as he passed too close, slitting his shirt and making a neat incision along his fourth rib. You had to be alert to obstacles both above and below, and his lantern wasn't any floodlight. He paused resolutely, tried to get the right direction. Then he plodded on.

Suddenly he fell, stumbling over something he could not see. He propped himself on his left hand and tried to get his feet under him, while a sharp point punctured his palm.

He sat still and wondered. Those pebbles hadn't been surfaced out smooth. He peered at them under the

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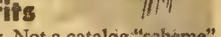

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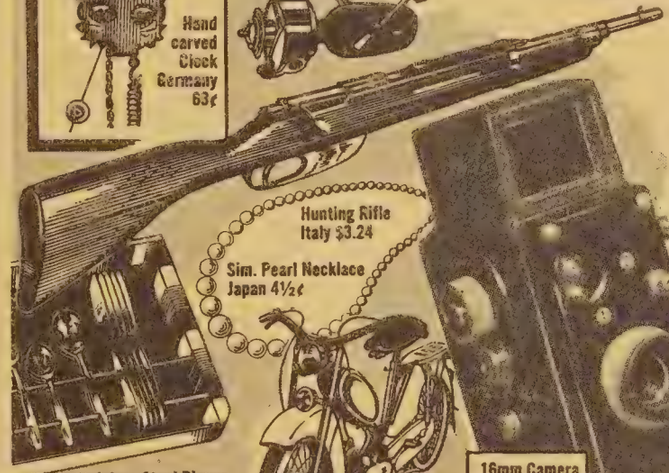
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lantern beam and saw they were crushed rock, blackened with oil. *Ballast!* It began to make sense. He turned the lantern on the treacherous obstacle that had thrown him. The pencil of light disclosed a section of 130-pound rail.

A powerful gust shook out fifty square miles of landscape like a dusty rug, and he bumped blindly into the rear drawhead of engine 4247.

Everything out here had a hard surface. The knuckle caught him dead center and knocked the little remaining air from his system. Eddie choked for more as he skirted the tender, big as a brick house, and felt the double-barreled boiler.

THE CAB reeked of engine smells. Propped up on the seatbox, Engineer "Bricks" McLenon was reducing his average of lost sleep. Snores sawed raggedly through the bluster of wind and the Mallet's dreamy muttering. His fireman slumbered lightly on the other side of the boilerhead.

The hogger was short, tubby, and redheaded. His wide mouth gaped open and his shirt pocket was stuffed with cigars. He came awake under Eddie's prod and stared with disrelish.

"You come far?" Bricks demanded.

"Naw," said Eddie. "Just round the corner."

"You look," the chubby man surmised, "like a feller named Eddie Sand who's second-trick brass pounder at Gravity—that is, you look like what he would if he'd just come off a bender."

"I'm him, and it isn't a bender. One of the *Honkey Tonk's* engines died on her at October, and the dispatcher says for you to run on down there and turn on the wye and tie in to help her up the hill. She needs power. The DS says you're to get the hell down there right now. It's important she makes a run."

Bricks yawned. "Yeah?" He plucked a cigar from the bulge in his shirt pocket. "He's most generally in a hurry for somebody else to do something." The engineer tore off the end of the cigar between his teeth and lit it furiously. "You got an order that'll git me to October?"

Eddie answered quickly, "The DS says he'll hold everything till you get there."

"He says?" Bricks scoffed. "Wants me to go on jawbone when you can't see three car-lengths ahead?"

Eddie's patience was becoming tattered. "Okay, I'll give it to you in writing. You got an order form?"

He wrote swiftly: "*Extra* 4247 *East has right over all trains Retreat to October.*" He added the chief's initials.

"Now, that makes her all regular," Bricks said. "Hi, Bill!" he called to his fireman. "Warm this baby up! We're leavin' town!"

He released the driver brakes and juggled the stirrup throttle. A throaty bellow grew in the firebox as the ashcat fed oil in careful jets.

"I feel pretty good after that catnap," Bricks decided when the engine chuffed and began to roll. He chewed the cigar and blew smoke in clouds. "Bill, you git the switch!" Then he glanced at Eddie. "You goin' along?"

The boomer nodded. "Yeah. There's no Morse operator at October, so I'll have to help get the *Honkey Tonk* out. The telephone doesn't work at all."

"I found it so," Bricks chatted amiably, "when I tried to get the delayer from the booth here."

BRICKS checked the big engine as the switch-light showed close ahead. His fireman went down the ladder to let them out on the main stem.

Gray dust curled at the forward windows and ran back along the boiler. The locomotive moved majestically through the clamoring chaos. Block lights glinted reassurance in the torn curtain.

A lantern blinked somewhere ahead. Twinkling points developed into a cluster, one flicking a highball. Bricks slid open the window and waved at the section gang as he rolled by. The gandy dancers cut through a high peak of sand. A yell swirled up from the men, and Bricks made the whistle moan.

This speed seemed aggressive when you knew that Bricks had only a sketchy view ahead. There could be another high drift of sand or some other barrier blown across the track that the section gangs hadn't found. The Mallet might stick her underslung pilot into an obstruction that would put her on the ground. At the pace Bricks was driving her she'd sure tear up the railroad if she veered off the main iron.

Wind howled through the vast dark. It was impossible to know how Bricks could tell his position when the headlight reached less than a car-length ahead. Yet, blinded as he was, he checked unerringly to fifteen miles per hour and coasted up to the passing track switch at October before the block light came out of the smother.

"We'll head into the pass," he de-

cided, "and drop you off at the office. While I turn on the wye you can git us our orders."

THE RED GLINT of the order board and the pale shine of station windows came at them as they ran down alongside the *Honkey Tonk*, inert on the main stem.

"It's been a nice ride," Eddie remarked. He slid through the doorway and down the ladder, scurried across the platform, and pulled open the station door against the wind.

Figures inside the boxcar office were blurred in the glow of a single lamp.

The operator sat helpless at the telegraph table. The conductor and a brakeman leaned on the counter.

Eddie's quick ear caught the mumble of a relay on the shelf under the window. He felt a surge of triumph that the old Morse wire had still withstood the storm. Wind slammed the door behind him as he went in.

"Where do you think you're going, bud?" asked the conductor warily.

The boomer looked like a specimen of wild life of the region that the storm had tossed into the little train-order station. In his anxiety to get to the key and bring Wally up to the minute on the situation, Eddie made directly for the telegraph table.

"Look, 'bo," cautioned the skipper, "this ain't a passenger stop for any train and if you try to sneak aboard that freight you'll get yourself shot."

Eddie didn't hear this advice. He nodded stiffly to the operator. "If you don't mind," he said, "I'll sit in and get the *Honkey Tonk* moving."

The man moved aside with alacrity. Eddie kicked open the key with a forefinger and called the dispatcher.

THE WIND had lulled to occasional snorts as the *Honkey Tonk* took the arc of the long curve coming up to Gravity. Block signals blinked through a dark haze. The rapacious sun wasn't far below the coppery horizon. A light in the order board by the station turned green as Bricks McLenon shut off and the long train coasted into the yard.

"Know how much the old *Honkey Tonk* was delayed by that broken-down engine?" Bricks inquired in the high voice cultivated for conversation in noisy cabs. "Just an hour and forty-eight minutes," he boasted.

Eddie blinked skeptically. It seemed more like a week.

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That sandstorm had reddened his eyes. Streaks of dawn and fading block lights were all misted over. The big egg known as Wally Sterling would throw the book at Fate and then blandly pay his forfeit. He could figure the law of averages and abide by it with amiable fortitude. There wasn't much you could do with a guy like that but go along with him. Eddie's exasperation flowed away on a warm flood.

"Ho-kay," Wally breezed. "I knew you could do it. Now, you go get some shut-eye. You've had a very busy night. If it'll help you get to sleep, the old *Honkey Tonk's* going to make it in time. And the brass hats know that if it hadn't been for what you did, she'd never have had a chance. Now take it easy. I'll be seeing you," he signed off.

MORNING AIR had an acid sting with a lift in it. You couldn't be shot for feeling proud of a generation of railroaders that had produced men like Wally and all those other old-timers who'd stood up to the storm that night. Put 'em in a tough spot and they sure came to life.

The dispatcher's shrill telephone bell made Eddie wince. The phone wire was in and operation was normal again on the Southwestern Pacific. He got up stiffly.

The section gang and a signal maintainer chugged in through the dusty light, dog-tired and gritty, but swaggering. Number 5 flung out of the long curve and swept across the dim flats.

Pictures out of the drifting years flickered behind Eddie's eyes. Sleepy Southland and the scent of magnolias that cloyed the air in spring. The smell of pines that dripped fog from the Pacific. Cities set in the sweep of green prairies that rolled and reached into the heights where echoes of blasting locomotives bounced on dizzy crags.

Number 5 rolled in, outrunning her own racket, drawing a swift line across the dull gray of the desert. That train seemed to explode as she roared by the station. The ashcat, blurred in smoke and dust, leaned from the gangway and dextrously snatched a hoop.

A fleeting line of coaches merged with the empty horizon, an exultant whistle cry trailing into solitude. The murderous sun came up over the rim of the world. ●

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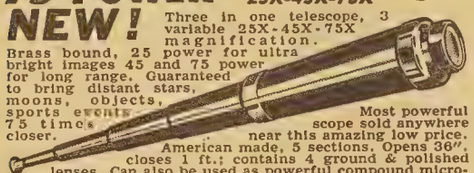

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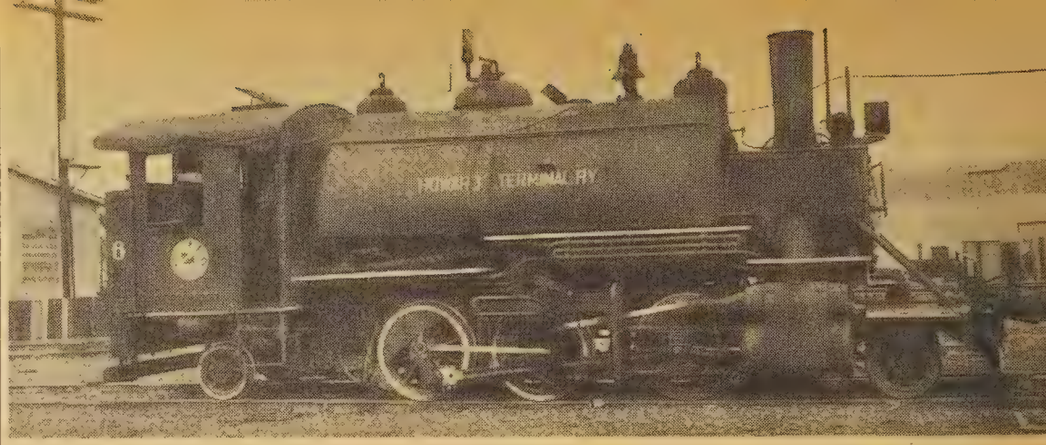

"Old Faithful" still on job: No. 6 of Howard Terminal Railway at Oakland, Calif.
Don H. Roberts, 151 N.E. 45th Ave., Portland, Ore.

Railroad Hobby Club

by SY REICH

NOW and then a fan wonders unhappily why his entry did not appear on the *Switch List* or *Model Trading Post*. The reasons vary. Some entries arrive too late but will run in our next issue. Others we can't decipher. Still others omit important data. For example, a reader may send us an entry with his name but no address or his address but no name.

Sy Reich

Four suggestions: (1) Write (or type) *very plainly* on a postal card or a separate slip of paper. (2) Do not bury your request in a long letter devoted to other matters. (3) Include such necessary details as photo sizes, subjects of pictures, condition of magazines offered for sale or trade, etc. (4) Check what you've written to make sure it is clear and complete, like a train order.

Thanks to the generosity of a local railfan who doesn't want his name printed, the Tucson (Ariz.) Public Library is enjoying a 4-year subscription to *Railroad Magazine*. We like to get into libraries. It brings *Railroad* to the attention of new readers. Most public libraries take many magazines. Why not *Railroad* also? We've never asked anyone to send a gift subscription to a library, but we appreciate fans who persuade librarians to subscribe.

Highlighting the 1959 convention of National Railway Historical Society at Pittsburgh, 321 persons rode on one rail excursion, 383 on another (plus a tour of Johnstown, Pa., streetcars), and 270 went on Pittsburgh trolley trips, reports NRHS publicity man Jim Scribbins. The rapidly expanding Society now has about 1700 members in 40 chapters.

May 28-30 — Lehigh Val. Chapter NRHS sponsors Memorial Day weekend B&O trip, Washington, D.C., to Cleveland plus Shaker Hts. trolley. Details from Ernest Kovacs, 416 2nd Ave., Bethlehem, Pa.

"Our local chapter of Pacific RR. Society aims to establish a museum at Perris, Calif., where we have a mile of right-of-way, some track, a caboose, etc.," writes Wm. Garner, 2745 Frementia Dr., San Bernardino, Calif. "We hope to get SP locos 1765 and 966. Suggestions from fans will be appreciated."

Photo reproductions of Kean's historical postcards (pre-1900 U.S. and British locos, cars, scenes, advs., 160 different) will be issued by Edw. Haines, 110 E. Durham St., Philadelphia 19, Pa., if there is a big demand for them. Ed wants interested fans to send him their names and addresses on postal cards.

Montague Powell caught a typographical error in our Illinois Shortlines roster (Oct. '59): Peoria Terminal loco is 510, not 501.

Elliott Kahn says NYC doesn't own but merely controls Indiana Harbor Belt; the CA&E has been shut down since last June; the Chicago Jct. may not have any more locos although it had steamers up to the 1950's; NYC owns the CR&I; the Chicago Short Line Ry. had a No. 100 Baldwin diesel of 660 hp while its 101 was an old Ingersoll-Rand box-cab 300-hp unit; and the Manufacturers Ry. 201 is an old pre-1940 Alco 600-hp unit with high hood.

A. R. Shade, Jr., says the Illinois Midland has been using a CB&Q gas-electric since its 4-spot sprang a bad leak in her crown-sheet early last year.

Mr. Shade comments on the Whyte System (Oct. '59): "Yellowstones are 2-8-8-4's, not 2-8-8-2's. The 4-8-8-4's are called Big Boys. The 2-8-8-8-2 was the triplex, not duplex. Beyer-Garretts come in several different wheel arrangements."

Bulletin 176, a new, 4-color, well illustrated publication providing a comprehensive picture of Centralized Traffic Control in 40 pages, will be sent to any railroader free on request to Union Switch & Signal, Division of Westinghouse Air Brake Co., Pittsburgh 18, Pa. It tells what CTC is, why it is needed, how it works, and which roads are now using it.

The Hi-Ballers RR. Club was organized in Feb. '58 to promote better relations between railroads and fans, to sponsor fantrips, to preserve old steam locomotives and other railroadiana, and to encourage railroad patronage, we learn from Roger Burrows, sec.-treas., 19 E. 47th St., Vancouver 15, B.C., Canada. Other officers are Keith Anderson, pres.; Gary Oliver, v.p.; Doug Cummings, supt.-editor; and Max Tschumi, asst. supt. All live in Vancouver.

Membership dues: active, $6; regular, $2. Each member receives free the club's monthly mimeographed journal, *The Steam Chest*. Those who wish their copies illustrated with photos pay $1 a year extra.

Besides acquiring builders' plates, number plates, whistles, etc., from locos and interurban cars, the club was instrumental in preserving a narrow-gage 0-4-OT, now in use on Vancouver Island. The group is currently helping to restore a BCE interurban car for Burnaby Historical Society. It hopes to get an 80-ton logging loco.

Beautiful 1960 railfan calendars, 11x 117 inches, 12 pages of durable white paper lithographed in duotone with a separate photo for each month, may be had at $1.25 each from Pacific Railroad Society, Inc., P.O. Box 5279, Metropolitan Station, Los Angeles 55, Calif.

Whistles West, the first sound record issued by R&LHS, Southern California Chapter, is very popular, having sold about 4000 copies thus far, reports Arthur Davis, Reseda, Calif. That chapter owns six steam locos at Pomona, Calif., he adds, contradicting a published statement by Jim Scribbins that the Minnesota Railfans Asso. and the Pacific Coast Chapter of R&LHS were the only fan groups known to have full-size steam locos.

"I offer to make stills and 16mm movies of streetcars in the New Orleans area," writes W. T. Golson, P.O. Box 1791, Baton Rouge, La., "for anyone without charge. You supply the films. I have a Bolex Supreme 16mm for 100-ft. roll films. Just write to me beforehand and I will explain the details. My hobbies are photography and old streetcars."

Roads still using Morse train orders, besides those mentioned on page 10, include the Soo Line, Green Bay & Western's west end, and SP (Imperial Valley branch and San Diego & Arizona Eastern), according to Harry Nichols, T. J. Tronsin, and Bill Knapke.

Annual exhibit, Baltimore Society of Model Engrs.: Jan. 1 and every Sun. afternoon in Jan. and Feb. at 225 W. Saratoga St., Baltimore, Md., operating O and HO trains and trolleys.

What Norfolk & Western calls its final scheduled steam excusion was run last Oct. 24 with engine 611, Class J (since retired), between Roanoke, Va., and Williamson, W. Va., sponsored by Rail Museum Safaris, with a picture stop at Iaeger roundhouse.

Merger of the 2138-mile N&W and 609-mile Virginian became effective Dec. 1. Tracks to connect the two roads are now being built.

An ICC hearing is being held on plans to abandon the Southern's unprofitable 57-mile Tallulah Falls Ry. that runs between Cornelia, Ga., and Franklin, N. C., reports Stanley Bulciewicz.

"Sleepercoach" service on New York Central began last Nov. 1 between New York, Boston, and Chicago with 4 cars providing sleeping rooms at coach fares plus a small space charge.

"Recently I saw a Bible which devout old ladies presented to the staff of the railway depot at Foxton, England, many years ago," writes Joseph Fox, Monomark BM/EXN 3, London W.C. 1, England. "On its fly-leaf is inscribed: 'The station master is requested to place this Bible in the Porters' Room. If there is not a Porters' Room he is requested to keep the book for the use of the Company's Servants at the station.'"

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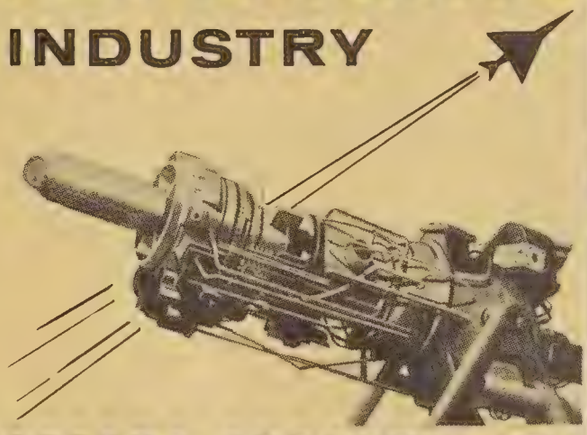

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Chesapeake & Ohio has the world's largest and fastest mechanical loader of coal into ships. Built at a cost of $7 million, it went into operation at Presque Isle docks in Toledo, O., in 1958. Belt conveyors enable the machine to load coal into the holds of ships at the rate of 6,000 tons an hour.

"Recently the New Haven discontinued passenger service on its Old Colony line, throwing many $10,000-a-year enginemen and $8,000-a-year firemen out of jobs, some of whom put in only 25 hours or so a week for their high wages," writes Felix E. Reifschneider, Box 88, Fairton, N. J. "Under reasonable working conditions a large number of jobs could have been saved. Do the Brotherhoods prefer to stick to outmoded working conditions rather than save jobs for their members?"

"In bygone days the Pennsy had more than 4500 steam engines in just over 40 classes," writes Bert Pennypacker, 4307 Palmetto St., Philadelphia 24, Pa. "Today it has more than 2500 diesel units in 66 classes. Who said all diesels are alike?"

Downhill to SP terminal: one of many photos in *The Cable Cars of San Francisco*, by Phil and Mike Palmer. (Howell-North Books, 1050 Parker St., Berkeley, Calif.)

Additional Steam Engines on Display

MANY readers have sent us corrections and additions to the long list of retired steam engines on display which Jim Scribbins and Homer G. Benton compiled for our Oct. '59 issue. That list included engines exhibited in parks and museums and other places all over U.S. and Canada as well as other retired locos that were not definitely earmarked for scrapping. It did *not* cover those now operating on museum-type railroads, but the following revisions *do* embrace them:

ALASKA

Anchorage—0-4-OST,' Porter or Davenport, mounted on concrete pedestal outside Alaska RR. depot; Alaska RR. 556 (2-8-0), Baldwin '43, at children's playground.

ARIZONA

Clifton—Coronado RR. "Coronado" (O-4-4T), n.g.
Flagstaff—SW Lbr Co. 12 (2-6-6T), ex-Arcata & Mad River 12, ex-Hammond Lbr. Co. 12.

ARIZONA

Fort Smith—Frisco 4003 protected by double fence, open to public only 2 weeks each year, Rodeo Week in May, Livestock Fair in Sept., when gates are unlocked, public may enter loco cab.
Paris—2252 should read 2522, a 2-6-0, not displayed but left on spur when FtS&RI folded in '48.
Texarkana, Four States Fair Grounds in Springlake—L&A (not KCS) 253
Warren—Quachita should read Ouchita.

(Continued on page 58)

Lehigh Valley locomotives 503, 502.
W. R. Hicks,'25 Hawthorne Ave., Glen Ridge, N.J.

S. Botsko, 62 Hughes St., Forty Fort, Pa.

LV No. 611 with the *Asa Packer* passes the cut-off tower at Mountain Top, Pa.

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LEHIGH VALLEY RAILROAD

Roster compiled by Sy Reich

Railroad Class	Road Nos.	HP	Builder	Builder's Model	Whl. Arngt.	Trac. Eff.	Weight	Date
DF-1	500-506 even	1350	GM-EMD	FT A	(B-B)x(B-B)	135,770	451,900	1945
DF-1	501-507 odd	1350	GM-EMD	FT B				
DF-2	510-528 even	1500	GM-EMD	F-3A	B-B	74,230	247,400	1948
DF-2	511-529 odd	1500	GM-EMD	F-3B	B-B	74,230	247,400	1948
DF-3	530-548 even	1500	Alco-GE	FA-1	B-B	69,800	233,000	1948
DF-3	531-549 odd	1500	Alco-GE	FB-1	B-B	69,800	233,000	1948
DF-4	560-574 even	1500	GM-EMD	F-7A	B-B	74,300	247,000	1950-'1
DF-4	561-571 odd	1500	GM-EMD	F-7B	B-B	74,300	247,000	1950-'1
DF-5	580-594 even	1600	Alco-GE	FA-2	B-B	75,000	250,000	1950-'1
DF-5	581-587 odd	1600	Alco-GE	FB-2	B-B	77,000	257,000	1950-'1
DP-1	601-614	2000	Alco-GE	PA-2	AIA-AIA	60,924	304,600	1948
DRS-1	200	1500	BW	DRS 4-4-15	B-B	75,474	251,580	1948
DRS-1	210-214	1500	Alco-GE	RS-2	B-B	71,000	236,000	1949-'50
DRS-1	217-218	1500	Alco-GE	RS-2	B-B	74,790	249,300	1950
DRS-2	215-216	1600	Alco-GE	RS-3	B-B	74,400	248,000	1950
DS-1	60	380	GE	44 ton	B-B	26,400	88,000	1942
DS-2	105	600	Alco	—	B-B	60,600	202,000	1932
DS-2	107-109,111	600	GM-EMC	SW	B-B	61,200	240,000	1937-'8
DS-2	112-115	600	GM-EMC	SW-1	B-B	60,498	201,600	1939-'40
DS-2	118-119	600	GM-EMD	SW-1	B-B	59,060	196,870	1951
DS-3	106	660	GM-EMD	SW-600	B-B	73,520	245,070	1956
DS-3	110	660	GM-EMD	SW-600	B-B	69,000	230,010	1957
DS-3	116	660	Alco-GE	S1	B-B	60,040	200,130	1940
DS-3	117	660	Alco-GE	S1	B-B	59,090	196,970	1950
DS-4	250-276	800	GM-EMD	SW-8	B-B	73,600	247,000	1950-'2
DS-5	120-127,130	900	GM-EMD	NW-1	B-B	76,410	254,700	1937-'8
DS-6	135-139	1000	Baldwin	VO	B-B	72,810	242,690	1944
DS-6	140-148	1000	BW	DS 4-4-1000	B-B	69,270	230,900	1949-'50
DS-6	150-167	1000	Alco-GE	S2	B-B	69,000	230,000	1942-'4,'9,'51
DS-6	180-186	1000	GM-EMD	NW-2	B-B	74,460	248,200	1949
DS-7	220-224	1200	GM-EMD	SW-7	B-B	74,274	247,580	1950
DS-7	230-243	1200	BLHW	S-12	B-B	71,400	238,000	1950
DS-7	280-292	1200	GM-EMD	SW-9	B-B	74,385	247,950	1951

Miscellaneous Notes

Roster compiled from data supplied by LV Director of Public Relations and is accurate as of June 10, 1959. Abbreviations used: GM-EMD—General Motors, Electro Motive Div.; Alco—American Locomotive Co.; GE—General Electric Co.; BW—Baldwin-Westinghouse; BLHW—Baldwin-Lima-Hamilton-Westinghouse; GM-EMC—General Motors, Electro Motive Corp.

Nos. 106, 110—rebuilt from model SW, originally built in 1937.

Nos. 107, 120-127, 130—all except 121 were rebuilt to SW-900 in 1955-'58. Switcher No. 107 also has been changed from 600 to 660 HP, altering its LV class from DS-2 to DS-3.

Nos. 217, 218—ex-Chesapeake & Ohio 5500, 5501, bought in 1950.

Nos. 502, 505 are being converted to 1750 HP, type GP-9; will be released for service late in 1959.

NEXT ISSUE: APRIL (OUT FEBRUARY 2)

will feature "Consolidation Type Engines," by H. L. Kelso; Frisco and Monon locomotive rosters; a surprisingly large list of street and interurban cars on display plus an article on the subject, by Homer G. Benton; "Student Brakeman," by Harry Bedwell; many good pix, departments, short hauls, and a beautiful color-photo cover.

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CALIFORNIA

Buena Park, Knott's Berry Farm—Borax Co. "Old Betsy" (0-4-0); AGS 40 and 41.
Fort Bragg—CSF&E (0-4-2T), moved from Caspar camp; Glen Blair Redwood Co. 1 (0-4-0T)
Eureka—Elk Mill Lbr. (not Camp Grant & Eureka) 1 (0-4-5T).
Imperial—should be listed under El Centro, fair grounds.
Jamestown—Sierra Ry. 3 stored here, not at Tuolumne.
Los Angeles, Santa Fe roundhouse—only Santa Fe 1010. (Robt. Ray's locos are at his home, 600 Tigertail Rd., Brentwood section.); Travel Town—Azusa rock plant; Oahu Ry. 85 (4-6-0), Alco-Cook '10, burns coal, not oil, operates on Crystal Sp.&Sw.
Los Gatos—Holmes Bros., n.g., Heisler.
McKinleyville, Henry Sorenson farm—Mattole Lbr. 1 (0-4-2T), n.g.
Newhall—Anaconda Copper 5 (Shay) and Rio Grande n.g. 463, both on Gene Autry's Melody Ranch.
Oakland—Nev. Cent. 2 (2-6-0) runs on Ward Kimball's Grizzly Flats RR.; WP 94 (4-6-0) no longer at Portola; was used Aug. 11 on SP's Calistoga branch in Walt Disney film "Pollyanna."
Oro Grande—UP 2564.
Oroville—WP 164 (0-6-0), ex-United Verde Copper 18, Schenectady '19.
Pasadena—Rouge River 1 no longer in Pasadena; C. O'Connor has her at Cucamonga, his home, leases ½-mile of Santa Fe track to run her.
Placerville—SP 1771 (2-6-0).
Pomona—locos owned by Calif. Chapter, R&LHS.
San Bernardino—Oahu Sugar 1 belongs to Dale Gentry, is operated on his ranch at Old Woman Springs on Mojave Desert 100 miles from S. B.; Santa Fe roundhouse—"Little Buttercup" (4-4-0), diamond stack.
San Francisco, Cli House—0-4-0T.
San Mateo—SP 2472 (4-6-2).
Scotia—Pacific Lbr. 9 (Heisler), ex-Dolbeer & Carson 5, ex-Siskiyou Lbr. 1, ex-Mt. Tamalpais & Muir Woods 9.
Tiburon—NWP 112 is 4-6-0, not 4-4-0.
Tuolumne—Pickering Lbr. 3-truck Shay.
West Oakland, roundhouse—WP 95 stored, used sometimes in movies; WP 334 (2-8-2); Stockton creosoting plant 0-4-0, owned by Eric Thomson of Berkeley.

COLORADO

Alamosa—D&RGW 169 is in small park, fence torn down; not at Narrow Gauge Motel.
Boulder—DB&W 30 safe; vandals blew up caboose only.
Colorado Springs—D&RGW 168 fenced in; M&PP 1 (0-4-2T), Vauclain Compound, is on Cheyene Mt.
Denver—D&RGW 268 moved from Gunnison to D. Civic Center; UP 6537, not 6357, no longer in Denver.
Golden—ex-RGS 42 (2-8-0), n.g., is operating in Magic Mt. Park; Iron Horse Motel & Museum—F&CC 318 is lettered Rio Grande; RGS 20 is lettered Florence & Cripple Creek.
Manitou Springs—M&PP (0-4-2T) Vauclain Compound.

CONNECTICUT

Danbury, Fair Grounds—Boston & Prov. "Daniel Nason" (4-4-0) came from Purdue Univ. Museum.
West Thompson—Kennebec Cent. 4 (0-4-4T), 2-ft. gage, ex-Sandy River & Rangeley Lakes 6.

FLORIDA

Blountstown, park—Mariana & Bl. 444 (4-6-0).
Ft. Walton Beach—ex-L&N 2-8-0 on siding at Elgin Air Force Base, possibly held for stand-by service rather than display.
Pensacola, W. Garden St.—Frisco 1355 (2-8-8), rebuilt from 2-8-0 of 1912 vintage, fenced in, well kept.

GEORGIA

Atlanta—A&WP should read 290; Pullman Co. 249 (0-4-0T) in front of machine shop; Southern 1509 is 0-4-4T, not 0-4-0T.

HAWAII

Honolulu—Oahu Ry. & Land Co. n.g. 6, "Kovila" (0-4-2T), Baldwin '89, and 60 (2-8-2) Alco '24, stored serviceable.

ILLINOIS

Chicago—Huntsville & Lake of Bays 1 and 2, both 0-4-T, n.g., ex-Eddy Match Co., Porter '88.
Galesburg—CB&Q 637 (4-6-0), Robers '92, stored for fantrips, exhibits, etc.

IOWA

Ottumwa, Ballingall Park—CB&Q 3001 (4-6-4).
Ft. Madison, Riverview Park—Santa Fe 2913, Bal. '44.

KENTUCKY

Louisville—Ky. RR. Museum, Eva Boardman Park—C&O 2716 (2-8-4), Alco '44; Louisville Cement 11 (0-4-0), Vulcan '43.
Mammoth Cave Hotel—MC RR. "Hercules" (0-4-2, dummy), with combine coach. Built '88.

LOUISIANA

New Orleans—N.O. Public Belt has or had several Baldwin 0-6-0 switchers on roundhouse sidetrack, in poor shape, probably gone now.
Shiloh—GM&O 475 (2-8-2), 485 (2-8-2), 581 (4-6-2), Louisiana Eastern; L&A 562, 563, 568, all 2-8-2, Lima '30, LA; T&P 810 Baldwin '19 USRA light Mikado; T&P 700 (4-6-2), ex-600, Baldwin '19, LA.

MARYLAND

Baltimore—B&O Museum (closed temporarily)—B&O 600 "J.C.Davis," first B&O Mogul, built '75; 217 (4-6-0C), built '73; "Atlantic" is actually "Andrew Jackson," rebuilt to resemble her.

MASSACHUSETTS

Boston—3117 has been scrapped.
Princeton, auto museum—American Steel & Wire Co. 2 (0-4-0T), built by Vulcan.
South Carver, Edaville Ry.—Three Ana. Copper n.g. 0-4-0T's but no Raritan Copper loco. Sullivan Trail coal 3 was listed wrongly as LN&C. The Climax came from International Shoe, Carlington, W. Va., not Elkins. Edaville has Dugas & LeBlanc 5 (0-4-4T) Forney, 3-ft. gage.
Wakefield, Pleasure Island—GTW 6039 (4-8-2); B&M 3713 (4-6-2); CNR 47 (4-6-4T), 96 (2-6-0), 1395 (4-6-0); CPR 2929 (4-4-4); Rahway Val. 15 (2-8-0), ex-Oneida Western, Baldwin '16; Godchaux Sugar 6 (2-6-0) n.g.; Meadow River Lbr. 1 (Shay), Lima; EG&F 4 (0-6-0); two Irish n.g. locos. 5 (2-6-2T), and a 4-4-0T. Pleasure Island & Western amusement park road operates No. 3 from Edaville.

MICHIGAN

Dearborn—Atl. & Gulf "Sam Hill" (4-4-0), Rogers '60; "Saltilla" is Sav., Albany & Gulf, Rogers 1858.
Ishpeming—C.C.I. Mining Co. "Yankee" (4-4-0).
Jackson—GTW 5030 should read 5630.
New Buffalo—About six P.M. or C&O 2-8-4's stored.

MISSISSIPPI

Columbus, roundhouse sidetrack—Col. & Greenville 178 (4-6-0), ex-M&O, fair condition.
Meridian—Southern 42 is really Mer. & Bigbee River 116 (4-6-2), ex-IC. Number changed to 42, which was that of last train ridden by Jimmy Rogers, singing brakeman.

MISSOURI

Kirkwood, Museum of Transport—N&W 2156 (2-8-8-2), Roanoke '42; Frisco 1522 (4-8-2), Baldwin '26; CNR 5529 (4-6-2); SP 4460 (4-8-4).
Sedalia, Fair Grounds—Frisco 4516 (4-8-4), Bal. '45.

NEVADA

Carson City, vicinity—V&T 27 (4-6-0), Baldwin '12, stored in roundhouse, is owned by Nev. Hist. Soc.
Ely, White Pine Public Museum—Nev. Northern 81 (2-8-0). Kennicott Copper 93 (2-8-0).
Sparks—SP 2467 (4-6-2).
Ely, White Pine County Museum—Nevada Northern 81, Baldwin '17, and 93, Alco '09, both 2-8-0's.

NEW HAMPSHIRE

Lincoln—East Branch & Lincoln 5 (2-4-2T), Baldwin '06.
North Woodstock—Int. Paper 4 (0-4-0ST) removed from Lake Tarleton Club, now lettered White Mt. RR., hauling amusement passenger car at a bear farm; was Koppers Co. 2 or 3.

NEW MEXICO

Deming—SP 3400 (2-8-0), Baldwin '02.

NEW YORK

E. Rochester—Despatch Shops 5 (0-4-07), Vulcan '23.

OHIO

Worthington, Ohio Ry. Museum—N&W 578 (4-6-2), Richmond '10, operated occasionally; Lima Stone Co. 10 (0-4-0T Shay), built in '24, not '14, is operated every Sunday.

Steam silhouette: Canadian Pacific roundhouse foreman puts No. 5137 to bed at Brownville Junction in Maine.

David Plowden, 1239 Madison Ave., N. Y. C.

OKLAHOMA

Blackwell—Santa Fe 1096, not 1906.
Duncan, city park—CRI&P 905 (4-6-2), Alco '10.

OREGON

Baker—Sumpter Valley, n.g., Shay.
Collier State Park, Hiway 97, north of Chiloquin—Shasta Pines & Mfg. 1 (0-4-0T).
Haynes—Big Creek & Telocaset, a Shay (temporarily at Pondosa).
Lake Yard of NP Terminal Co.—Northern M. Emily Lbr. 1 (Shay), will go to Oaks Park; NPT Co. 16 (0-6-0).
Mill City—may get Vancouver Plywood & Veneer 2, Heisler.
Oaks Park—UP 3203 (4-6-2) not at Union Station; Valley & Siletz loco has been scrapped.

PENNSYLVANIA

Birdsboro—E&G Iron Co. 4, ex-Reading 1187.
Greenville—B&LE 154 (2-8-0), Baldwin '09; 643 (2-10-4), both held for historical exhibits, sometimes pulled out for fantrip photography.
Northumberland—Pennsy "7002" is really 8063 rebuilt like speed king and given her number.

SOUTH CAROLINA

Florence—ACL 1031 (4-6-0).
Hardeeville—Argent Lbr. Co., n.g.: 1 (2-6-0), Porter '14; 2 (2-6-0), Baldwin '05; 4 (no info.); 5 (2-6-2), Lima '10; 6 (2-6-0), Baldwin '91; 7 (2-8-0); all stored.

SOUTH DAKOTA

Oblivion, Black Hills Central terminus—C&NW 444 (4-6-0); WP&Y 69 (2-8-0), Baldwin '08), operating.
Hill City—C&NW 0-4-0 n.g.
Minden, Pioneer Village—B&M 967 (4-6-0), '10.

TENNESSEE

Knoxville, Chilhowee Park—Southern 154 (2-8-0).

TEXAS

Houston—loco is 982 (2-10-2), ex-SP 3651, Baldwin '19; not 892 (2-8-2), Lima '13.
Port Arthur—KCS 503 (4-6-0) is really L&A.

UTAH

Corinne—SP 1744 (2-6-0); UP 6264 (2-8-0).
Ogden—UP 4436, Baldwin '18, is at 33rd and Wall., not at Tabernacle.

VERMONT

Graniteville, quarry—Roc of Ages Corp. 6 (0-6-2T), Baldwin '12, ex-Barre RR., ex-Barre & Chelsea 6, "Hercules"; 5 (0-6-2T), Baldwin, ex-B&C 5, "Monarch"; 27 (0-6-0), Baldwin, ex-McKeesport Connecting 27.

WASHINGTON

Cathlamet, Hiway 12—Crown Willamette Paper 6 (Shay); Crown Zellerbach logging road Shay (road itself recently torn up, fate of Shay in doubt).
Forks—Pac. Coast Shay, Built by Lima for Ozette Timber Co., which sold her to Rayonier, Inc., which donated it to this town.
Newhalen—2-6-2, not 2-6-0; Skagit, not Skaget.
Seattle—Not all Puget Sound Ry. Hist. Soc. locos are here; 0-4-0T and Heisler are in Spokane. The 2-6-2T, ex-Black Hills & NW, is lettered Port of Olympia 2 and is at NP's Seattle roundhouse. The 2-4-4-2 is Deep River Logging 7, ex-Columbia River Belt Line, now on her side near Deep River, Wash.
Tacoma—Conner Hill & Pacific 9 (0-4-0T), held by Spokane Metal Co. for sale. (Want to buy her?'

WISCONSIN

Green Bay, National RR. Museum—U. S. Army "Pershing" (2-8-0), Baldwin '17.
Hayward—Goodman Lumber Co., a Shay.
Oakwood—WP&Y 4 is 2-6-2, not 4-4-0.
Tomahawk—Town will probably soon acquire Marinette, Tomahawk 19 (2-6-0).

WYOMING

Rawlins—UP 1243 (4-6-0), Cooke '90, stored in roundhouse.

Canada

ALBERTA

Calgary, Newata Park—CPA 5934.

BRITISH COLUMBIA

Deerholme—Jerry Welburn owns Glenora (not Glencoe) Western, runs 0-4-0T now and then on 3-ft. gage track.
Duncan—Elk Falls Co. 1, ex-Comox Logging & Railway 15 (Shay).
Jasper—GT 713 (2-6-0), at Museum of Transport.
Nanaimo—0-6-0T, 42" gage, Baldwin '83, is Canadian Collieries (Dunsmuir) Ltd. 9, "Wellington," lettered Wellington Colliery.
Paldi—Mayo Lumber Co. 3 (Shay).
Vancouver—CPR 374, ex-158; loco on Exhibition Grounds is Hastings Saw Mills (or Hastings Logging or B.C. Mills Timber & Trading, both HSM names) 3 (0-4-4T), built by Marschuetts & Cantrell, San Francisco, '79; worked on San F, sea wall; sent to B.C. in '81 to help build CPR, starting there as 2 (0-4-0T), converted to 0-4-4T as HSM 3. "Curly" not real name; well kept.
Victoria—Canadian National 2141 (2-8-0).

MANITOBA

Winnipeg—"Countess of Dufferin," CPR 150, restored to old name.

NOVA SCOTIA

New Glasgow—Acadia Coal Co. "Samson" (0-6-0).
Stellarton—Albion Mines, "Albion."

ONTARIO

Algonquin Provincial Park—P&J Shannon Co. 6 (0-4-0T), preserved by Dept. of Lands & Forests.
Barrie—Town may get CNR 1531.
Goderich, Huron County Pioneer Museum—CNR 6275, switcher, well kept under roof.
Haliburton—Town may acquire CNR 2616.
Langstaff—CNR 91 (2-6-0) preserved by Chas. Matthews.
Mornsburg—GT 1008 is actually CNR 88 rebuilt.
North Bay, Lee Park—Ontario Northland 200 (4-6-0).
Palmerston—Canadian National 81 (2-6-0).
Penetangeushene—Hamilton & Dundas 4 (0-4-0), dummy, sold to Galt, Preston & Hespeler, then to Beck Lbr., which now preserves her.

SASKATCHEWAN

Saskatoon—CNR 1158 (4-6-0) at roundhouse, not displayed.

YUKON TERRITORY

Whitehorse—WP&Y 51 (2-6-0), Brooks '81, in museum on edge of town.

Canal Zone

Balboa Station—Panama RR. 299 (2-6-0), Cooke '06, helped to build Canal.

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Museum-Type Operation

Canadian National museum train includes GT 40 (4-4-0), GT 247 (0-6-OST) restored from CNR 175, and CNR 713 (2-6-0).

Ghost Town & Calico, n.g., Knott's Berry Farm, Buena Park, Calif.; RGC 40, ex-D&RGW 340; RGS 41, ex-D&RGW 340 (both 2-8-0).

Grizzly Flats RR., n.g., owned by Ward Kimball, San Gabriel, Calif.; Nev. Cent. 2 (2-6-0), "Sidney Dillon," Baldwin '81, renamed by Ward "Emma Nevada"; Wainamalo Sugar Co. 3, "Olomana," and 1, (both 0-4-2T).

Magic Mountain, near Denver, Colo., n.g., RGS 42 (2-8-0), ex-D&RG 42, Baldwin '97.

Univ. of Miami, 14 miles s. of Miami, st. gage, FEC 153 (4-6-2), Alco, Schenectady '22, ex-U.S. Sugar Corp. 143.

Edaville Ry., South Carver, Mass., 2 ft. gage: Bridgton & Harrison 7.

Ohio Railway Museum Worthington, O., N&W 578 and Lima Stone Co. 10. Baldwin '13, and 8, Baldwin '24; Monsón 3, Vulcan '12, and 4, Vulcan '18; (all 0-4-4T).

Pine Creek RR., near Freehold, N.J., n.g.; Ely Thomas Lbr. Co. 6 (Shay); a sand company's 1 (0-4-0), Baldwin '25; Anaconda Co. (Perth Amboy) 9 (0-4-0T).

Bear Farm in Vermont—Int. Paper Co. 4.

Rail City Museum, near Sandy Creek, N. Y.; Bath & Hammondsport 11 (2-6-0), Alco '21; Huntingdon & Broad Top Mountain 38 (2-8-0), Baldwin '27.

Crystal Springs & Southwestern, Travel Town, Los Angeles, Calif., Oahu Ry. 85.

Tweetsie, n.g., runs between Blowing Rock and Boone, N. C.: ET&WNC 12 (4-6-0), Baldwin '17.

Skyline RR., st. gage, Jerks, Okla., 96, a Heisler, built '22, pulls a Sand Springs car.

Black Hills Central, n.g., Oblivion, S. D. WP&Y 69 (2-8-0), Baldwin '08; Aug. '59 Railroad Magazine.

Oak Creek, n.g., Oakwood, Wis., WP&Y 4 (2-6-2).

Pleasure Island, Wakefield, Mass., No. 3 from Edaville.

Our special thanks to Walt Evans, 3413 Indiana St., Topeka, Kan., for his very considerable help in compiling the above corrections and additions to our "Steam Engines on Display" (Oct. '59).

We thank these contributors also: Homer Benton, Doug Cummings, H. W. Demoro, Geo. Gauger, Mel Beaton Jr., Jimmie Tatum, Geo. Rhame, Wm. Koenig, Burdell Bulgrin, H. W. Nieworhner, Ralph Adamsen, John Hawkins, Elliot Kahn, Geo. Robb, Loring Lawrence, T. E. Satra, A. R. Shade Jr., James Suhs, Joe Segal, Inel Beaton Jr., Wm. Garner, Elwin Heath, Robt. Le Massena, Ray Corley, Wm. Hohlt, Jim Schoenbein, Paul Douglas, Estel Combs, Jack Holst, Joe Smith, Ron Salters, Frank Pfluger, Art Davis, Tom Williams, Jack Avery, Emanuel A. Wagner, Arthur C. Davis, and Stan Borden. ●

STEAM POWER

OREGON news comes from Jack Holst, 12930 N.E. Tillamook St., Portland, Ore.: No. 100 (pic in Oct. '59 issue) is not Weyerhaeuser's last active steam loco. A 2-6-6-2 Mallet, No. 6, is used occasionally in tracklaying at Camp 9 on Sycan Marsh operation out of Klamath Falls, over 100 miles from nearest city, 40 mi. from a paved road. Stored outdoors in good shape.

Ed. Hines Lbr. at Hines is now dieselized but keeps an ex-UP Mike at Seneca for stand-by.

Georgia Pacic Corp. has 3 Baldwin Mikes and 2-6-2T No. 9 at Siletz, but line may be torn up any day. GP also operates two 2-8-2T's at Powers on Coos Bay branch, cannibalizing a third one.

Robt. Dollar Lbr. operates 2-6-2T No. 3 at Glendale, off Highway 99 south of Roseburg, and is rebuilding a Lima Shap for service.

Oregon Pacic & Eastern Ry No. 1, a Baldwin 2-6-2T, pulled several successful excursions last summer, may be used again in 1960.

Medford Corp. using 2-8-2 No. 3 at Medford.

Condon, Kinzua & Southern Ry. has a Heisler in dead storage at Kinzua.

Swift & Co., has an active steamer in Portland stockyards.

Longview, Portland & Northern Ry. No. 680 (2-8-0) is stored in Willamina enginehouse.

C.K. Spaulding Pulp & Paper No. 2 (2-6-2) is stored outdoors at Newberg.

Western Logging has a 2-6-2T and a diesel-powered Climax at Valsetz.

Santa Fe is saving Nos 1010 (2-6-2), 2925 (4-8-4); reports Homer Benton, who aided Jim Scribbins in compiling "Steam Engines on Display" (Oct. '59) and who has sent us a very long list of retired street and interurban cars on exhibition in U.S. and Canada for next issue of Railroad Magazine.

Other steam power news comes from Dave Ingles, Jack Emerick, Carl Gay, Homer Hathaway, Dennis McNeil, Richard Jowers, John Hawkins, Ron Salters, Cleland Wyllie, Donald Pope and Doug Cummings.

COLORADO: The Colo. & Southern leased several diesels from CB&Q and GN to replace steam locos in sugar-beet rush. It has only 5 serviceable steamers left: 807, 809 (2-8-2's), and 629, 641 (2-8-0's). The 641 still runs between Leadville and Climax, usually 5 round trips a week. The others are stored in Denver. C&S also has a "scrap line" in Denver, including 2-8-2's, 2-10-2's, 2-8-0's and 2 CB&Q 2-8-2's.

GW is using only one steamer (probably No. 90, a 2-10-0), storing 51, 60, and 75 (2-8-0's) at Loveland, Colo.

UP is slowly scrapping 3900's at Cheyene, Wyo. As we go to press it still has over 60 of them stored "scrapable" there.

Jack Emerick recently saw a Nickel Plate 0-8-0 under steam at Conneaut, O., and 4 other 0-8-0's in storage at Buffalo, N.Y.

GEORGIA: Wrightsville & Tennile, a short freight line owned by Central of Georgia, has an old Baldwin Consolidation in its roundhouse at East Dublin, Ga.

Savannah & Atlanta has Pacific No. 750, Alco, in its shops yard at Savannah, Ga.

C. of Ga. has Nos. 349 (4-4-0) and 403 (4-6-0) in its Savannah roundhouse. Both used to run on the now-defunct Sylvania Central; the first operated also on the old Talbutton RR.

Merry Bros. Brick & Tile Co. of Augusta has 6 n.g. Vulcan 0-4-0T's, Nos. 20-25, stored in back of its plant. No. 20 is the only operable one.

Southern's "Old Maude," an 0-4-4 Forney, has just been painted and moved from Inman Yards to Atlanta's Lakewood Park, joining another loco there.

Abandoned Argent Lbr. Co. of Hardeeville, S. C., 22 miles north of Savannah, has all 7 of its n.g., link-and-pin coupled, balloon-stacked locos repainted a rust-resistant black and protected by a guard, who does not object to photography. They're owned by Union Bag-Camp Paper Corp.

Alabama Power Co. has an 0-4-0T "fireless cooker" at its plant in Alabama City, Ala.

Although the Bonhommie & Hattiesburg Southern at Hattiesburg, Miss., has just acquired a diesel, it is not scrapping either of its two steamers, 250 and 300, reports W.H.B. Jones, P.O. Box 777, Galveston, Tex., who quotes the master mechanic as saying: "Those steamers will be around for a long time. They're outhauling the diesels on another line, the FC&G, in tonnage, economy, and service." Jones says the Louisian Eastern still has several operable old steam locos near Amita, La.

The route of 2-foot-gage Pleasure Island & Western at Wakefield, Mass., off Rte., 128 takes about 5 minutes to ride and includes a wooden trestle. The station is B&M's old Greenwood depot, with benches from the Gloucester, Mass., station, the rolling stock comes from the Edaville Ry., and the engines are ex-Edaville No. 3 and "Old Betsy" and an 0-4-4 T from a Louisiana sugar plantation.

Cleland Wyllie sends word from Walter Whelan, Grand Trunk Western train dispather at Durland, Mich., that GTW is still using steam power on passenger trains 54, 19, Durand-Detroit, 2-8-2 or 4-8-4, and 72, 77, Pontiac-Detroit, 4-8-4. Also Pontiac-Caseville local freight thrice weekly, light 4-6-2; occasional gravel extras between Pontiac and Oxford, 2-8-2's, and freight extras between Milwaukee Jct. (Detroit) and Pontiac, 2-8-2 or 4-8-4.

"In 1952, when Northern Pacific was scrapping its remaining non-SP motiv power, I started a move to save its 112," writes Edw. Nervo, 1439 39th Ave., San Francisco, Calif. "The scrap price was too high for my purpose. So the Pacific Coast Chapter of R&LHS took over, and SP donated 112 to them. She's now at Tiburon, Calif., and slated for the Maritime Museum in San Francisco if and when it is ever built."

CANADA: Shay and diesel on Honeymoon Bay, B.C., are owed by Western Forest Industries.

CNR 2-10-2 has left Vancouver, B.C., after serving 9 months as a stationary boiler, but CPR 4-6-2 is still there.

Osborne Bay Wharf Co. (Dec. '59, page 60) has .33 miles of track, not 33.

Sydney & Louisburg in Nova Scotia is 100 percent steam.)Feature article coming in our next issue.)

Winnipeg still has a fairly wide variety of steam (as we go to press), including CPR 4-6-0's, 0-8-0's, 4-6-2's and 2-8-2's and CNR 4-8-2's, 4-6-2's, and 4-6-0's.

CPR trains 43, 44, Winnipeg-Moose Jaw, use 4-6-2's, while CNR trains 5, 6, Winnipeg-Regina, and 33-34, Winnipeg-Lake Head (Fort William, Port Arthur) still use 4-8-2's. Other steam in Manitoba is mostly on mixed trains and freights.

Northern Alberta Rys. is using a 4-6-2, three 2-8-0's, and ten 2-10-0's, all leased from CNR.

Kitchener Sand & Gravel at Doon, Ont., recently bought CNR 7312 (0-6-0) for spare parts for its 0-6-0 and 4-6-0.

J. Neils Lbr., a subsidiary of St. Regis, is using geared Shay No. 7 around Klickitat, Wash.

Thirty-seven Class J-1 steamers (2-10-4) and Class I-1sa (2-10-0) are stored in three locations at Columbus, O., mostly doomed to the scrap pile.

Portland (Me.) Terminal Co. 834 (0-6-0), once a familiar sight in PTC territory, is still steaming as No. 12 of Eastern Gas & Fuel Co., Boston. Was sold to Boston & Maine in '51. ●

RAILROADIANA

ALL the entries are printed free, in good faith but without guarantee. Keep within 28 words (including name and address). Use our common abbreviations such as incl. (including), esp. (especially), tts. (timetables), emp. tts. (employes' timetables, and SS (send 4c stamped addressed envelope for ilst of information).

If you want pen pals, state your age and interests, so they wil know what to write about.

Each entry we get by mail will appear in the next available issue; but we work far ahead, so don't be disappointed if it is not printed immediately. Address Sy Reich, Railroad Magazine, 205 East 42nd Street, New York 17, N. Y.

SWITCH LIST

JOHN AARDEMA (ex-Erie train dispatcher), 224 Slater St., Paterson, N. J., wants 5x7 pix Minarets & Western 2-10-27's. Asks, where did M&W run?

KRAMER ADAMS, 7212 Interlaaken Dr., Tacoma, Wash., buys unusual or historical pix, negs., NW steam, logging roads.

JIM ADY, 130 S. 5 E., Salt Lake City, Utah, will buy loco bldrs. plates UP, AT&SF, SP, esp. UP 5090, SP 3800 classes.

RICK ALLERMANN, 4953 Moreno St., Montclair, Calif., wants Jan. '42 Railroad Magazine, 3½x5 pix CA&E pre-'36 at W. Chi., Geneva, St. Charles; funeral and parlor cars.

DICK ANDERSON, 334 S. Prindle Ave., Arlington Hts., Ill., sells steam, elec, negs.

MARTIN ANTONS, 5109 Lacey Blvd., Olympia, Wash., sells roster D.B. '22-'58, other info. on European rys.

JACK BORGERDING, 14 W. Caton Ave., Alexandria, Va., will sell Instructograph and tapes (Amer. code), almost new; useful in learning telegraphy.

BOB BOWES, 1515 West Lake, Minneapolis, Minn., interested in trolleyana, pix, IC 50th anniv. books. (SAS)

W. BROSCHART, 34 Church St., Malverne, N. Y., wants pix, negs, gas and diesel elec. mtr. cars, odd types of power.

ANTON BRUNS, 10740 Woodbine St., Westside Village Palms, Los Angeles, Calif., will sell private collection of 35mm train movies. (SAS)

CHAS. BYCROFT, 2611 Glendale Blvd., Los Angeles, Calif., sells, trades elec. pix, negs.

EUGENE CANFIELD, 155 W. College, Covina, Calif., wants head end action shots 35mm color slides of DM&IR Mallets.

R. H. CARLSON, Box 222, Combes, Texas, sells size 116 pix SP, CRI&P, IC, D&RGW, WP, C&IM, L&A, TP&W, etc. List, sample 10c.

HERB CEARLEY, 6716 California Ave., Long Beach, Calif., sells, trades original 35mm slides steam, trolleys. Wants good steam slides.

L. J. CIAPPONI, 1514 98 Ave., Oakland, Calif., trades Coahuila & Zacatecas Ry., NdeM negs. for other shortlines.

AL CLOW, 5615 I St. NW 3, Washington, D.C., will sell lot of railroadiana, pix, tkts., etc. (SAS)

BILL COLBURN, 409 Lanier St., New Boston, Texas, sells size 116, 3x5 pix steam locos, emp. tts., back issues Railroad Magazine, Trains, railroadiana.

BOB COLLINS, 436 Radcliffe St., Wyckoff, N. J., sells size 616 steam negs. B&O, CNR, CPR, C&IM, C&O, IC, PRR, UP, NYC, L&HR, etc. (SAS)

DICK DANIEL, 908 Putman St., High Point, N. C., buys size 616 steam pix, rule books.

OWEN DAVIES, 1214 LaSalle St., Chicago, Ill., buys, sells back issues Railroad Magazine, railroadiana; big list free if you specify your interests.

AL DREYER, Main St., Wales, Mass., will sell certain issues of Trains '41-'58.

JACK EMERICK, 200 S. Terrace, Boonton, N. J., wants to contact someone who photographed NRHS special Aug. 30, '58, Toronto-Hamilton Jct.

HOWARD FAIRCHILD, 2912 Carolina St., San Pedro, Calif., trades steam pix.

WARREN FANCHER, Morrisville, Vt., wants 5x7 pix Erie tiplexes, Vgn. 700's.

TOM GAINES, 1430-D Spartan Village, Michigan State U., East Lansing, Mich., will buy CEBA Bull. on Ohio interurbans.

CARL GAY, 460 Linden Ave., Winnipeg, Man., Canada, sells CNR, CPR steam, diesel pix. Wants to borrow negs. US lines to have enlarged for personal collection.

JIM GEORGE, 440 McKinley St., Wisconsin Rapids, Wis., will buy GB&W, C&NW, Soo steam negs.

BILL GORDON, 811 Garson Ave., Rochester, N. Y., sells trolley transfers, book "Rochester to Geneva," etc. (SAS)

BILL GRIFFIN, 1873 Brandon Ave., Petersburgh, Va., wants pix of pump heavy steam used on SAL passenger trains.

GRAHAME HARDY, Box 622, Carson City, Nev., buys, sells railroadiana, all kinds, incl. new and second-hand books. Big list free.

BOB HARRIS, 1070 NW 108 St., Miami, Fla., wants ACL, Sou, NS loco bldrs, plates.

DON HAYWARD, 38 Monastery Ave., W. Springfield, Mass., sells steam pix B&A, B&M, CNR, CV, D&H, GTW, MeC, NH, NYC, Rut., etc.

JOHN HENDERSON, 406 4 St. E., N. Vancouver, B. C., Canada, wants to hear from anyone regarding steam locos, operating or stored, in Canada.

HAL HENRE, 1302 N. 28 St., Kansas City, Kan., sells 35mm color slides UP, Santa Fe, D&RGW n.g. steam locos. (SAS)

JIM HICKS, Box 525, LaCanada, Calif., will sell railroadiana, western travel guides, etc. (SAS).

WM. HOFFMAN II, 326 S. East Ave., Baltimore, Md., sells 4x5 and larger steam pix B&O, WM, etc. Free list.

DICK HOUWELING, 227 Redwood Ave., Willits, Calif., will buy anything SN, esp. interurban No. 9. Will trade for '41 MR Cyclopedia, various issues Railroad Magazine '42-'50.

DICK INCE, 9 Montana St., Elwood, Huntington, N. Y., wants info. on LV.

DON JACKSON, 12 Winding Lane, Basking Ridge, N. J., sells 8x10, 5x7, 4x5 steam, diesel, elec. pix UP, SP, D&RGW, PRR, BEDT, etc. (SAS)

H. A. JANSEN, 290 Willis Ave., New York, N. Y., buys any size pix steam, diesel, elec; rosters, back issues Railroad Magazine. (Ed. asks, which ones?)

H. A. JENKINS, 18 King St., Windsor, N.S., Canada, sells pix of DAR, CNR stations, sizes 2¼" square to 120.

JIM JIBOLSON, 10 Alma St., Moncton, N. B., Canada, buys CPR steam pix. (What size, Jim?)

ARTHUR JOHNSON, 1072 E. Commercial St., Springfield, Mo., sells p.c. size pix steam, diesel, elec.; 2 samples, 20c.

W. JONES, Box 777, Galveston, Tex., sells, swaps negs., sizes 620, 616, 122, Tex., Ark., La., Miss., other lines. No list; answers all mail.

L. B. JOPLIN, 7419 Bennington Ave., Pico-Rivera, Calif., sells, trades LA PCC, PE, AT&SF diesel pix, emp. tts.; wants PCC pix.

ARNOLD JOSEPH, 2512 Tratman Ave., New York 61, N. Y., sells back issues Railroad Magazine, Trains, model mags., NRHS bulls, etc. (SAS).

AL JUSTES, R. 1. Box 254-A, E. Bernstadt, Ky., buys tr. orders, passes steam pix L&N, IC. Sells CG, N&W mags.

JIM KERR, 7439 Birnam St., Montreal, Canada, sells loco builders pix. List free.

BOB KNOLL, 508 Parkway, Tempe, Ariz., will send SP emp. mag. to anyone for 4c stamp, emp. tt. to anyone sending list of railroadiana or emp. tt. in good cond., as long as supply lasts.

CLAYTON KOPPES, Rte. 2, Newton, Kan., trades steam, diesel pix, buys Ark. Val. Interurban tts., emp. tts., pix, negs.

PHIL KROUSE, 320 N. Galena Ave., Freeport, Ill., buys pix, plans of early experimental monorails.

AL KUNSTER, 893 Marin, Hayward, Calif., trades SP tr. orders for SP Saco or LA Div. emp. tts.

ALEX LA PRESTO, 365 West End Ave., New York City, sells, trades size 116 negs. frt., pass, cars, locos, also H&M, NYCTA, BEDT.

WOODROW LAWYER, 545 Broadway, Hanover, Pa., wants negs., pix WM 716, 725.

BOB LEHMUTH, 3045 Edmond Rd., Lafayette Hill, Pa., sells 4x5, 5x7, 8x10 pix PRR, Rdg. locos. (SAS)

LLOYD LEWIS, Rt. 3, Box 1-C, Princeton, W. Va., wants Vgn, tts., pix, history, news clippings.

GARY LOEFFLER, 717 Rublee St., LaCrosse, Wis., buys any size pix Wis., Minn., Mich. logging roads.

DAVE LONGSHORE, 3947 Cortland, Lynwood, Calif., will correspond with anyone who knows AT&SF steam. Wants R&LHS Bull. 75, size 116 Santa Fe steam pix.

CHAS. MARSH, Jr., 801 Yadkin, Kingsport, Tenn., sells pix southern rrs., incl. ACL, C&O, Ga., Interstate, ET&WNC, etc.

DICK McCANN, 9890 Willow Ave., Grant, Mich., sells, buys negs., pix GTW, NYC, C&O, Wab., PRR, AA in Mich. lower penninsular. (SAS)

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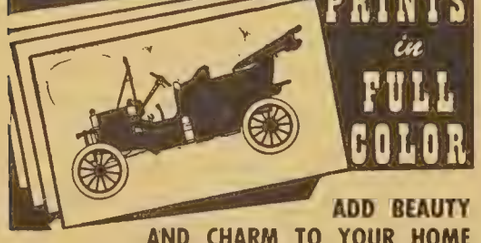

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Lt. Col. McCOID, 29 Lapoterie, Ft. Bragg, N. C., buys siz 616 and larger steam negs., esp. NYNH&H; also loco bldgr. plates.

AL MILLER, 1836 Gardena Ave., Glendale, Calif., wants steam loco bldrs. plates, esp. Climax, Heisler, Davenport, pre-1900.

JOHN MILLER, 562 Courtland Ave., Marion, O., will sell Railroad Magazine '30-'54.

L. D. MOORE (engr. SAL), 2102 Parker Ave., Portsmouth, Va., wants '21 Off. Guide, good cond.

L. D. MOORE, Jr., 21 Rowan Pl. (Cradock Gardens), Portsmouth, Va., sells negs., pix, locos, trolleys, rr. publications, loco catalogs, tts. (List, 8c).

H. G. NELSON, 1717 W. Gilbert Ave., Peoria, Ill., will sell collection 1330 steam pix, size 616; 123 bldrs. photos, 94 loco rosters, hundreds of clippings of 130 diff. rds., 1920-'30 era, in letter-file folders for best offer over $150.

WEYBURN NIEWOEHNER, 304 S. Main St., Minot, N. D., buys any size black and white or color pix, slides, negs. GN steam.

JOHN PAVELCHAK, 65 Hinsdale Pl., Newark, N. J., wants NYO&W pix.

JAS. PEARSALL, 10 Maiden, Lynbrook, N. Y., will sell gold, enamelled, antique watch lettered Brotherhood of Ry. Trainmen.

MIKE PEARSALL, 62-44 Woodhaven Blvd., Rego Park, N. Y., buys size 616 or larger pix old steam locos., n.g., shortlines, logging; also old trolleys.

RALPH PHILLIPS, 17 Eden St., Salem, Mass., buys, trades original 35mm color slides; wants esp. New Eng., Canadian, southern steam.

DAVID PLOWDEN, 1239 Madison Ave., New York, N. Y., sells pix Sydney & Louisburg, CV, CNR, CPR, GN, DL&W, CNJ, Rut., B&A, suitable for framing, size 5x7, $1.25, 8x10 $2.50, 11x14 $5; no other sizes.

DON POPE, RFD 1, W. Manchester, O., has new list p.c. size pix PRR, C&O, IC, NYC steam; wants pix Pennsy J-1 6174.

CHAS. PURINTON, Boxford, Mass., sells black line prints Cooke, Manchester, Rhode I. steam locos made from original tracings. List 25c.

ARNOLD IRVINE REID, Defensa 665, Buenos Aires, Argentina, sells color slides Birney, Brill, PE, St. Louis trolleys in Argentina and Chile.

LESSEPS ROBSON, 932 Park Ave., Schenectady, N. Y., sells steam pix. (Ed. asks, of which roads?)

O. L. SABETTO, 2083 Random Rd., Cleveland, O., trades negs. NKP, B&O, GTW, CNR, CPR, N&W, DM&IR for C&O, UP, Santa Fe, GN, Vgn., WM, etc.

ERIC SANDERS, 7861 Normal Ave., La Mesa, Calif., will sell 9 SDE Ry car type pix and data sheet, '39 SD&AE emp. tt.

DICK SCHMELING, 1127 Kansas St., Superior, Neb., buys, trades for any size negs. UP steam; his negs. are sizes 120, 616.

JIM SEACREST, 2750 Woodscrest, Lincoln, Neb., wants negs. CB&Q, C&S, FW&D, Wich. Val., Hoopole, Y'ktown & Tamp., DRI&NW, Old Ben Coal, Mid. Elec. Coal Corp., Rockport, Lang.&N.

DICK SHORT, 226 Valley Rd., Merion Station, Pa., trades size 616 negs., 35mm color slides of non-PCC trolleys. (SAS)

RON SIMS, 3402 W. 50 St., Des Moines, Ia., wants info., pix GE 70-ton diesels in US.

HAROLD SMITH, Twitchell House, 105 Pleasant St., Concord, N. H., wants copies of Railroad Magazine, new or old, any cond., to give hospital patients. He can't pay for them.

TOM SOLOMON, Box 2, Headland, Ala., wants size 116, p.c. pic ACL 4-4-0, 4-6-0, water tanks, shop scenes. Also ACL, Ala. Mid. alltime steam rosters.

JOEL STOKES, 3958 S. Hill St., Los Angeles, Calif., buys bldrs. pix, collections, steam only.

TOM STRAUSS, 303 17 Ave. NE, Minneapolis, Minn., sells, trades size 3½x5 pix CB&Q, NP, GN, Soo, Milw., M&SL, mostly diesel. Wants steam, diesel pix, all roads.

JIM SUHS, 12152 Ann St., Blue Island, Ill., wants NYC rule book.

CHAS. SULLIVAN, Westdale Ave., Wilmington, Mass., wants pix TTC, MTC, U.S., PCC's.

ERIC TANENBAUM, 834 McEachran Ave., Outremont, Que., Canada, sells all sizes MTC pix, negs.

WALT THAYER, Box 1634, Wenatchee, Wash., sells, steam, diesel, trolley pix, back issues Railroad Magazine, Ry. Age, Trains, Western RRers. (SAS)

AL THOMAN, 502 Dale View Ave., Belmont, Calif., wants CERA Bull. No. 100.

CORNING TOWNSEND, 3 Clarendon Pl., Buffalo, N. Y., wants anything from any Canadian rr. except CNR.

PETE VANDERVELD, 6 Spencer Rd., Glen Ridge, N. J., wants Off. Guide '40-'46, tts., pix Penn. & Atlantic.

A. von BLON, Box 6422 BU station, Waco, Texas, sell or trade kerosene bicycle headlight and exposure meter for back issues Railroad Magazine, tts., passes.

TED von EIFF Jr., 2101 Erdman Ave., Baltimore, Md., sells negs. BTC, PRy, NOPS, SLPS, PTC, PST, DCT, TTC, Branford. Also trolley postcards.

D. VOYTANIC, 3419 W. 65 Pl., Chicago, Ill., sells trolley railroadiana, incl. gongs, headlights, controllers, signs. (SAS)

W. R. WAGGOOD, (CPR, retired), Box 273, Hanna, Alta., Canada, collects rr. pencils.

BOB WAGNER, 209 E. 66 St., New York, N. Y., wants loco paperweights, esp. NYC streamlined Hudson. Buys, trades car bldrs. nameplates from trolleys, interurbans, old rr. coaches.

A. R. WARD, 71 Chadwick St., Paterson, N. J., wants pix PCC's DCTS, PSNJ; trades, sells negs., jumbo size pix.

GEO. WAUGH, Box 247, Gambier, O., sells monthly RR News Digest, $2 year.

J. H. WHITE, U. S. National Museum, Washington 25, D.C., wants data, pix Cincinnati Loco. Works, A. Harkness, Moore & Richardson, Niles & Co.

GEO. WHITE, 28 Ardsley Ave., Trenton, N. J., wants any size pix Trenton trolleys.

ROY WOJAHN (age 15), 1681 26 St., Ogden, tah, desires pen pals interested in steam.

MODEL TRADING POST

C. CLEMENTS, 4850 Clinton St., Drayton Plains, Mich., will sell O gage Li. tr. set, O gage Plasticville bldgs. (SAS)

JOHN DEMARCO, 1428 85 St., Brooklyn, N. Y., will sell O gage scale locos, cars, etc., or trade for std. gage. (SAS)

HAYER GRAM, 1009 Summit Dr., Charleston, W Va., will sell O, HO equip.; buys old tts., emp. tts., ords., pix pre-1940 equip. (SAS)

GRANNY GRIMM, 1107 Highland Rd., Charleston, W. Va., will sell new AF 4-8-4, AC or DC, $32; many others. Kits built. Specify needs. (SAS)

JIM JIBOLSON, 10 Alma St. Moncton, N. B., Canada, will trade unopened Tenshodo Hudson for United CPR D-10 4-6-0.

W. JONES, Box 777, Galveston, Tex., will sell Ives O gage loco, 14 cars, 1927-'28, good cond.

FRANK KARN, 3658 Louisiana Ave., St. Louis, Mo., wants AF O gage Hudson, B&O switcher, streamline coaches, Lionel 763 loco; 2900, 700 frt. cars.

CHET KASS, 1326 N. 71 St., Wauwatosa, Wis., will trade 12,000 ft. No. 22 hookup wire for HO turntable, roundhouse or HO equip.

HOWARD KLIMETZ, 65 Vermilion Way, Levittown, Pa., sells, trades new, used HO equip.

CASE KOWAL, 2743 W. 55 St., Chicago, Ill., will sell set of 8-wheel AF '20 frt. cars or trade for Ives car set.

L. D. MOORE, Jr., 21 Rowan Pl. (Cradock Gardens), Portsmouth, Va., will trade Buddy L 4-6-2 for AF std.-gage tr. set with 19" pass. cars.

TOM O'NEILL, 715 Verner St., McKeesport, Pa., will sell Lionel 027 gage Twin Zepher and cars, 50 track secs.

TONY PERLES, 928 Clinton St., Philadelphia, Pa., sells HO equip., good cond. (SAS)

DON ROBBINS, 801 Circle Dr., Bellaire, Tex., wants Lionel 5, 7, red 1766 Pullman, Ives 1134 tender, green 188 Pullman, AF 4687 loco.

BEN SMITH, 265 Tompkins Ave., Broklyn, N. Y., sells early toy train catalogs.

ESTHER SMITH, 2552 Merced Ave., El Monte, Calif., will sell 1" scale coalburning live steam locos 4-4-2, 4-8-4. (Ed. note: this is rare, a female in Model Trading Post.)

DICK TOMEO, 29 Cedar Ridge Rd., Newington, Conn., will trade back issues Railroad Magazine, '51-'55, for HO gage loco, rolling stock. ●

STATEMENT OF OWNERSHIP

Statement required by the Act of August 24, 1912, as amended by the Acts of March 3, 1933, and July 2, 1946 (Title 39, United States Code, Section 233) showing the Ownership, Management, and Circulation of Railroad Magazine, published bi-monthly at Canton, Ohio, for October 1, 1959. 1. The names and addresses of the publisher, editor, managing editor, and business managers are: Publisher, Henry Steeger, 205 East 42nd St., New York 17, New York. Editor, Freeman Hubbard, 205 East 42nd St., New York 17, New York. Managing editor, none. Business manager, none. 2. The owner is Popular Publications, Inc., 205 East 42nd St., New York 17, New York. Henry Steeger, 205 East 42nd St., New York 17, New York. Shirley M. Steeger, 205 East 42nd St., New York 17, New York. 3. The known bondholders, mortgagees and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are: none. 4. Paragraphs 2 and 3 include, in cases where the stockholders or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, also the statements in the two paragraphs show the affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees hold stock and securities in a capacity other than that of a bona fide owner. Signed, Henry Steeger, Publisher. Sworn to and subscribed before me this 7th day of August, 1959. Eva M. Walker. Notary Public, State of New York. Qualified in New York County. No. 31-9506600. Certificate filed with N. Y. Co. Reg. Commission expires March 30, 1960. (Seal)—Form 3526—Rev. 8-50.

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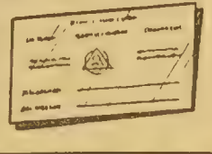

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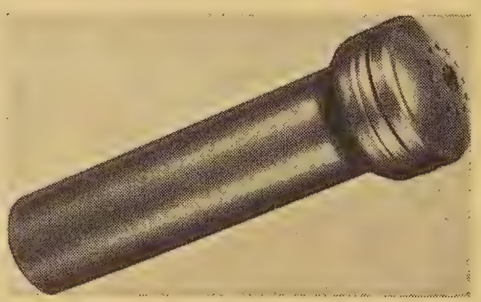

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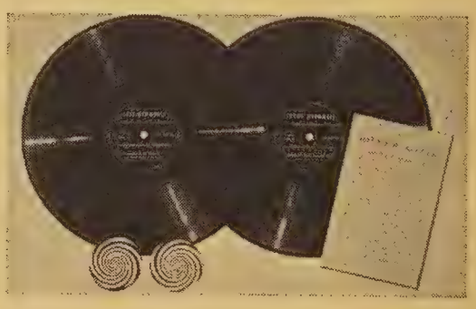

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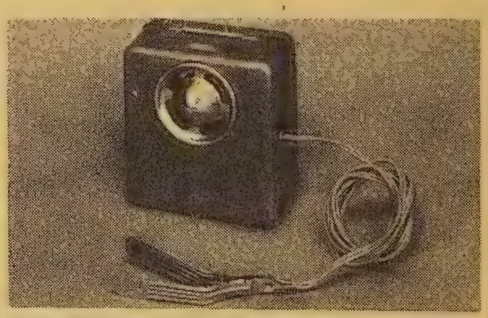

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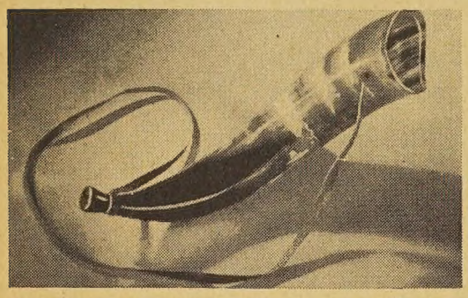

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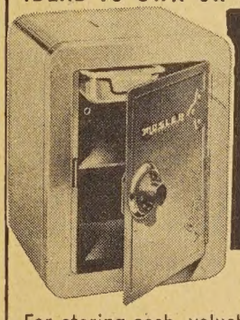

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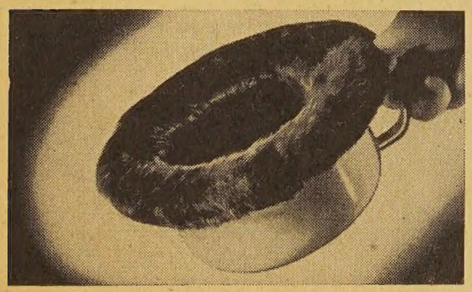

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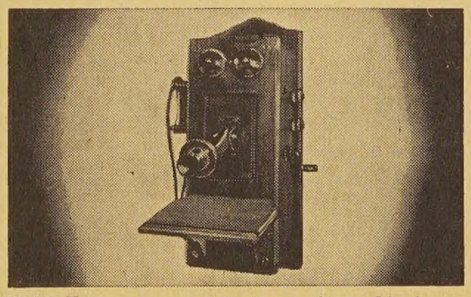

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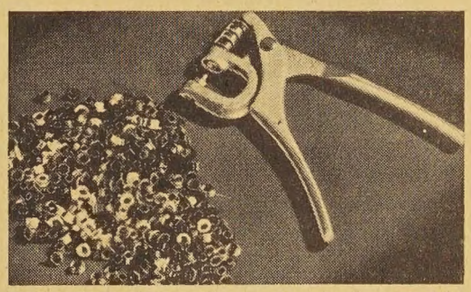

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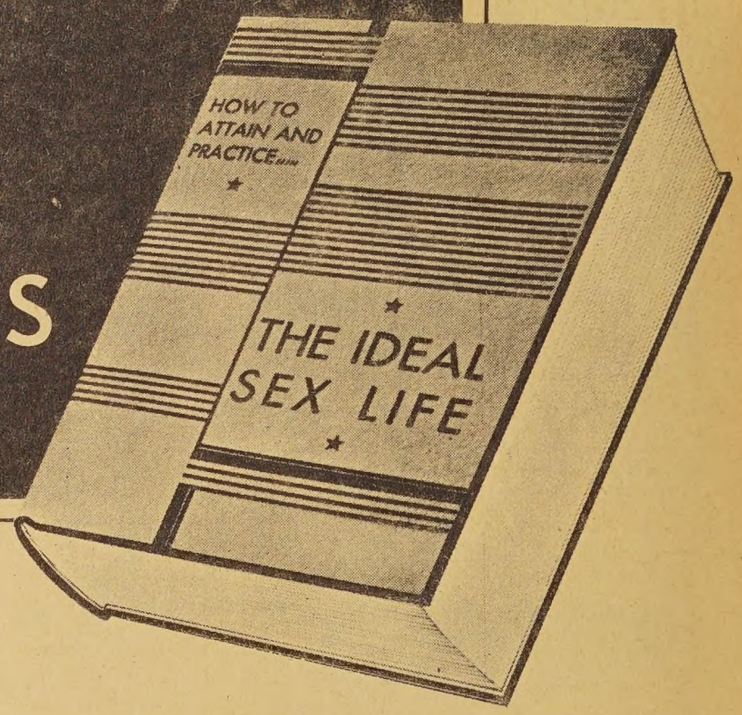

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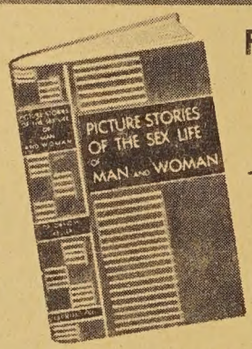

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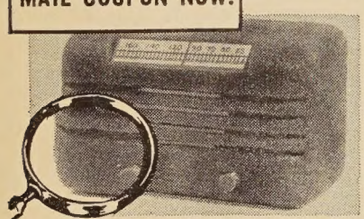

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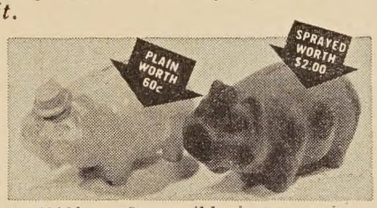

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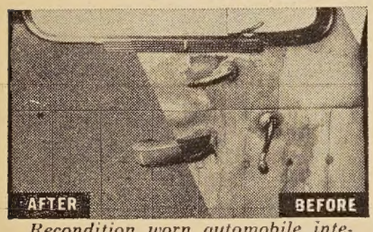

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But Ripple Sole shoes are only one of many exciting new features in the powerful Selling Outfit I'll send you FREE! Using this outfit in the way I'll show you, you can earn as much as **$960 EXTRA monthly on just 8 easy orders a day!** I'll set you up in a "Shoe Store Business" you can run from home. You'll have no expenses. You'll never have to invest one cent. Yet you keep 100% of the profit! No wonder James Kelly of Ohio made $93.55 selling Mason Nationally-Advertised shoes—in a single evening! No wonder C. Tuttle averages $80 a week! It's easy, with our way of selling shoes. You need no experience. We carry the stock. We ship the shoes. All you do is show the styles, take orders! You get cash, prizes, bonuses!

210 Fast-Selling Styles To Send Your Profits Soaring!

It's easy for you to make money fast, with so many new ideas like the Ripple Sole, amazing Shu-lok laceless shoe—plus dozens of time-tested, popularity-proven staple items like water-shedding Sylflex shoes, sturdy, comfortable, long-wearing work shoes, steel-toe safety shoes, others! Mason shoes sell fast! They're nationally Advertised in magazines read by thousands of people daily! Sell to friends, neighbors, folks where you work. Top men make up to $10 an hour—from their very first hour!

Best "Shoe Store Business" in Town!

You feature foamy-soft Air Cushion innersoles . . . sturdy steel shanks . . . Nylon stitching . . . special work soles of Neoprene, Cork, Cushion Neoprene Crepe. Customers "repeat" time after time—profits pour in as long as you care to earn cash! And Mason Shoes are never sold by stores—so folks must buy from YOU. You run the best "shoe store business" in town, because you draw on a selection of over a quarter million pairs of top quality shoes in sizes from 2 to 15 . . . widths all the way from extra-narrow AAAA to extra-wide EEEE! No need to substitute . . . your customers get the size and width they need, in the style they want!

Here's How You Can START IMMEDIATELY!

Send no money—now or later. Simply fill out and mail the coupon below, and we'll rush you FREE Starting Business Outfit worth up to $960 EXTRA MONTHLY CASH PROFIT to you! You'll get Kit featuring 210 quick-selling dress, sport, work shoe styles for men and women . . . foolproof Measuring Equipment . . . How-To-Make-BIG-MONEY Booklet . . . EVERYTHING you need to start making loads of extra cash from your first hour. Act today, because Mason's amazing Ripple Sole Shoe is new—exciting—in big demand! Rush coupon Now!

MASON SHOE MFG., CO. Dept. F-773
Chippewa Falls, Wisconsin (Since 1904)

WORKERS WANT MASON ON-THE-JOB SHOES! NOW THEY CAN BUY THEM FROM YOU!

YOUR SURE SOURCE OF EXTRA INCOME!

Wherever you go, working people are eager prospects for famous Mason Air Cushion extra-comfort on-the-job shoes. That's why so many Mason Shoe Counselors multiply earnings with **quantity** orders, by specializing in shoe needs of policemen, postmen, factory workers, nurses, waitresses, service station men! We furnish sales aids . . . show you how to get the orders. Don't delay—mail coupon for **your** FREE Starting Outfit **today!**

RUSH MY FREE OUTFIT!

Mr. Ned Mason, Dept. F-773
Mason Shoe Mfg. Co., Chippewa Falls, Wisconsin

You bet I want to earn as much as $960 EXTRA MONTHLY CASH by showing your new Ripple Sole Shoe and 209 other proven moneymakers! Rush EVERYTHING I need—FREE and postpaid—to start making extra cash at once!

Name.....

Address.....

Town.....State.....